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PERFORMANCE

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GOERKE**

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MOTOCROSS NATIONALSS
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ROSS THE DOMINATOR

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VOLUME 11 ISSUE 3

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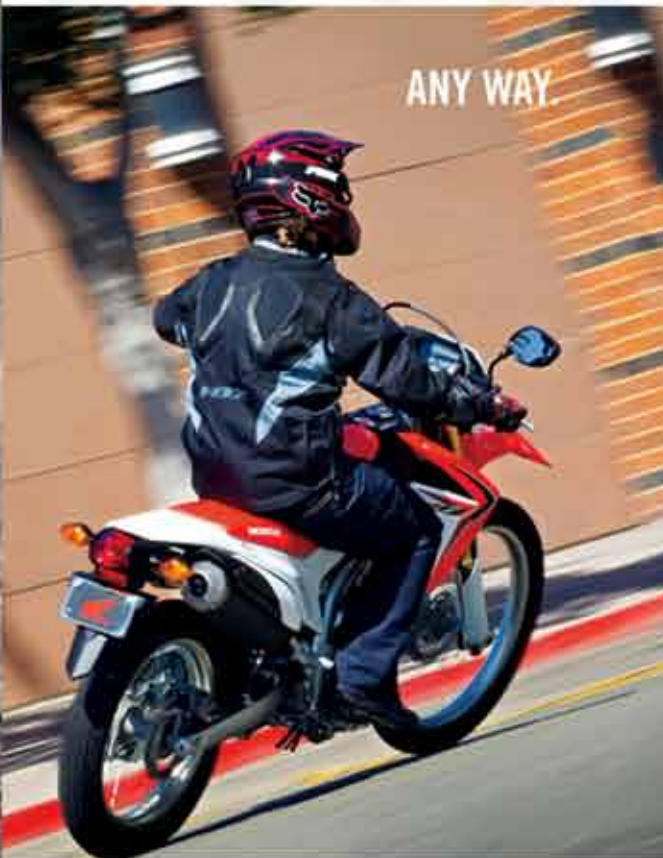
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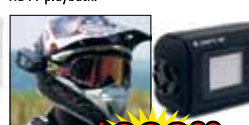
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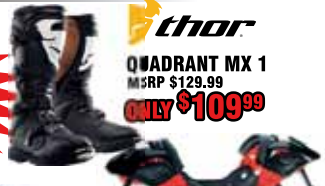


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## If you build it they will come



BY NKP STAFF  
PHOTOS BY  
CLAYTON RACIO

# COVER BOY

## MATT GOERKE

### WINNING WITH AUTHORITY

"The biggest difference this year over last year?" repeated Mott-Greule with his trademarkly calm, collected, and collected voice. "It's the biggest thing in my life. People don't realize how bad I was injured last season coming into this season. Of course it was all new and I had never ridden before but I wasn't healthy, and that was my biggest hurdle last season compared to this season."

It has been a big difference. Gierke entered 2011 a relative unknown simply because he had never raced Canadian track; his injury was a high profile crash and was riding a new bike. In Kamloops, Gierke enjoyed to get out of the gate and ran just inside the top 10. Even those most cynical of where Gierke would finish said he was in the top 10. It was tough to see him in the top 10, but he was. The Florida rider made it to the top 10, but he hit the end of the season with a crash of Gopher Clones. "When I cracked the back last year, it was my only real, to me, my vert. up, it is no secret that I do the dead back, at the very end I do, I don't want to. Being able to lead was the key to my improvement in riding on the series moved to the lead was the key. From not being able to crack the top 5 in the world to sweeping both races on a blistering, dry day on a grueling track was stunning. A lot showed how uncomfortable his body had been in the opening rounds, and the damage a healthy

It was momentum that carried him into the 2012 AMA Monster Energy Supercross Series. Goetze landed the spot as a fill-in rider for the injured Michael Byrne and the #170Super/Buller team. Goetze adds the most of the opportunity. He did everything a fill-in rider needs to do. Matt became a staple in the competitive main, mixing easy wins at his first supercross and then transferring driving from heats for the rest of the season. He finished for top 10s, including one for a top 5 at Daytona. Matt got better week in week out. Goetze also made what he thinks now was a huge step in his career by moving to California to train. "I just saw head back as something I needed to improve on. I have always felt really confident in sand and wanted to improve on the hard pack," Goetze says. California is

ride harder packed surfaces and lightened up his game not only the series takes its break, Goetz just only once taking 7 out of wins and 3 of 4 overall wins.

# 58



The Calgary National, held on the outskirts of downtown at the Wild Rose MC Park, is always one for which to get excited. Racers really enjoy the track, the city is full of amazing restaurants and beautiful women, and of course, the party scene is the best of the year compared to any round we visit.

The biggest news coming into the park was that Marc Peters, premier track designer/builder, had reshaped the entire track. When we all arrived it was completely different, and from a fan's perspective the track looked like a lot of fun - big jumps, big bowl turns, some technical sections, plus 50% of the track now went in the opposite direction. For a racer, change is always something that can go both ways. Some serious racers, or the more focused that go for the win, can flow with the change without any problem. Others have issues with change because they are so used to certain things; it's tougher for them to just switch it up and flow with ease. The only change in Calgary was the track because all the top riders still race to the top. The

racing was the best we had seen thus far in the early part of the season. 

By Ryan Gassd, Photos by David Pinkman and Myrna Hanson

**ROUND THREE IN CALGARY:  
I WENT TO A PARTY THEN  
A RACE BROKE OUT!!**



Tell me that motocross isn't something you want to try when you see epic photography like this, fanny of the best of going for the win.

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## Water, Water, Water

# contents

**Volume 11 Issue 3**

**ROSS THE  
DOMINATOR.**  
SUPERCROSS 1985 TO 1988

Story and Photos by Bill Petro

In the second half of the '80s, the Supercross scene in Canada was at its peak. In 1986, there were no less than six races spread across the country to determine the overall champion. I covered all but one of the races at Exhibition Stadium and a couple races in Montreal.

At that time I was not going to as many races as I had in the past but the Toronto and Montreal Suncoast races were always a must for me, as they are today.

During this time, we were also witnessing the peak performance of Ross Pedersen. After his first Canadian Meltcros Championship in 1980, Pedersen dominated the Canadian MX scene with back-to-back MX and SX Championships in '81, '82, and '83. In 1984, they awarded individual championships for 125cc, 250cc and the 500cc class. Pedersen continued to dominate, winning the 125cc and 250cc class in '84 and the 250cc and 500cc class in '85, '86, and '87. Pedersen won all three MX classes. Through all of this, Pedersen held on to the Canadian Supercross title eight years in a row. In 1996, he was even awarded the CMAA White Memorial Trophy (awarded to the best performance Canadian rider in all divisions of motocross/cross).

To say the least, it is easy to see why Russ Pedersen is considered Canada's best motocross rider to date. His closest Canadian rivals were Allan Dyck, Doug Hoover, Glen Nicholson and Mike Hardsen. Hoover (85 - 125) and Hardsen (84 - 500) were the only two that interrupted Rover's string of championship titles, and seemed to be his closest and toughest competitors regularly. His toughest American rivals were Jim Holler, Tom Cannon and Guy Cooper who would battle with Pedersen for top 10 in the American MX Nationals, and once in a while at

Qualifier start action at Toronto in 1986 showing Darren Shuniga (4), Jeff Surwill (3), Allan Dyck (7) and John Evey (12). The Supercross format was a little different in the '80s with Qualifiers (p. 3) advanced. Read back: Don & Joie Smith and Last Chance Riders to East.

Fancy Schmancy! Kawasaki did it up right for the opening night reception.

I always thought that was a cool song lyric. Although I never really gave it a whole lot of thought, I assumed it had something to do with Chris Cornell's feelings of depression. You know, the kind of depression that comes from being a big, fancy rock star and all, yet not feeling like you are personally living up to all of the hype that surrounds you. It kind of gives the fine State of Minnesota a bad rap, but nonetheless I've always thought it was clever and that the song "Oublied" was one of the band's best tunes. What does any of this have to do with macaroons you may

[illegible]

*"I'm locking California but feeling Minnesota."*  
Chris Cornell - Soundgarden

## FEELING MINNESOTA

By Mike McQuinn

\_\_\_\_\_

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*the art of progress*  
KYLE CHISHOLM #11 : FLOW CAP

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**EXPOSED** **THE GATE DROPS ON 2012** - There is no better time than the moments leading up to the very first gate drop of the Monster Energy Motocross Nationals. The energy, the butterflies, the anticipation of what's about to occur is so hard to explain if you're not a fan. It literally is the best feeling in the sport. The Wastelands in Nanaimo, BC was the spot for round one and it didn't disappoint as far as racing goes, but the weather was not on our side. Still, just before this gate dropped as the riders entered the slop fest, heartbeats everywhere rose high and the 2012 season got underway.

.....  
Photo by Clayton Racicot



# EXPOSED

**MOTOCROSS IS TOUGH** - Nobody in their right mind picks racing motocross as a sport they want to pursue. Motocross picks you. It's a sport where you and your machine become one that battles the rest of the crazy kids that were picked to be a part of the beautiful ballet. Kyle Keast and the Keast family have been racing for generations. This sport picked this family because they're tough, strong and have a passion for racing like no other. Unfortunately, Kyle suffered a year ending injury at round two in Kamloops, but by no means will this stop Kyle from chasing his dreams. Motocross picked Kyle because of his heart and will to never give up. That's why he will be back just as strong or even stronger in 2013. Heal fast Dozer!!

.....

Photo by Clayton Racicot











**EXPOSED** **DOMINANT STATUS** - In 2009, Teddy Maier was declared the champion. He was the class of the field but not as dominant as he is in 2012. When a rider readjusts his career it can go both ways. I have seen riders change classes and it doesn't work out. Then you see two-time MX2 Champion Tyler Medaglia who went from MX2 up to MX1 and back to MX2, and he is now in the record books as one of the best MX2 pilots ever. Teddy Maier seems to be rolling that same program. In this picture you see Teddy all by himself. When you're dominant like he has been so far, being alone is the feeling you want.

.....

Photo by Clayton Racicot









## EXPOSED

**CALGARY START - MX2 MOTO 1** - The most important part of any race is the start: Forty riders charging hard into a tight turn, hoping to be the first one across that white line for the Royal Distributing Holeshoot. Here, Brad Nauditt claims that \$200 bucks and Spencer Knowles (#28) grabs a soil sample.

.....

Photo by David Pinkman









**EXPOSED** **WOMEN'S CHAMPION** - What we saw from all the women in the west was amazing: full gates and aggression like never before. Once the dust settled on the final championship moto in Edmonton, it was US rider Hailey Larson that took home the title.

.....  
Photo by Myrna Hansen





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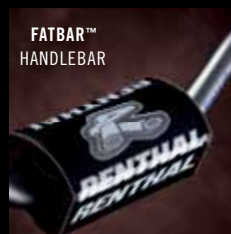
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## Caught on CAMERA



Alex Vaughn hordes the best magazine from Daddy.



Head Referee Paul Kingsley right out to lunch because he's having flashbacks from the GPs in the '70s. Step into the now Kinger!!!



Our west coast photo shop expert, Clayton Racicot. Thanks for the support, buds.



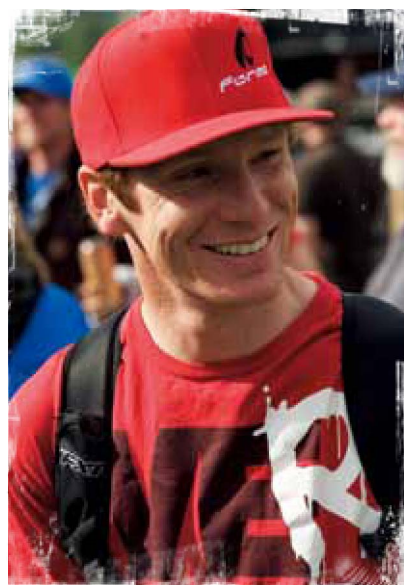
Brad Ewen likes to walk around interviewing unsuspecting fans with his invisible mic.



My girl was this big before Aaro was born.



Proud fans support the Monster Energy Motocross Nationals and Brandon from 90210 on the right with the perfect hair-do. Where's Kelly??



MD Distributions' Marco Dubé all smiles because he thinks it is 1998, and he's winning Riviere-du-Loup.



"Hey Teddy, has anybody ever said you look like Harry from Dumb and Dumber?" says Jeremy Medaglia.





I guess that's called a knobby nap? LOL



Keaster getting the trailer ready for his east coast rider, Ryan Lockhart. Ha!



Bobby K all smiles after his mechanic, Mike Clark, told him he wears lime green g-string undies. LOL



Andy gives a big thumbs up.



Psssst. I secretly love to knit sweaters. I had to share it with somebody.



The track crew has the toughest job, but head man Orton gives the job some steez.....



I'm getting mixed signals. Is she screaming holeshot or halfway through the alphabet?



## Caught on CAMERA



I miss Kristen!!



Andy White training to step in for injured Colton Facciotti for the eastern swing. LOL



The secret of good vision by Gavin Gracyk.



Mr. Villopoto looking serious. Heads up Tyler!!!



The future of Canada right here: Jesse Pettis



This guy should be all smiles after the western swing. All green up top so far.



Um, if anybody is listening, can you bring me a face towel? Hahaha

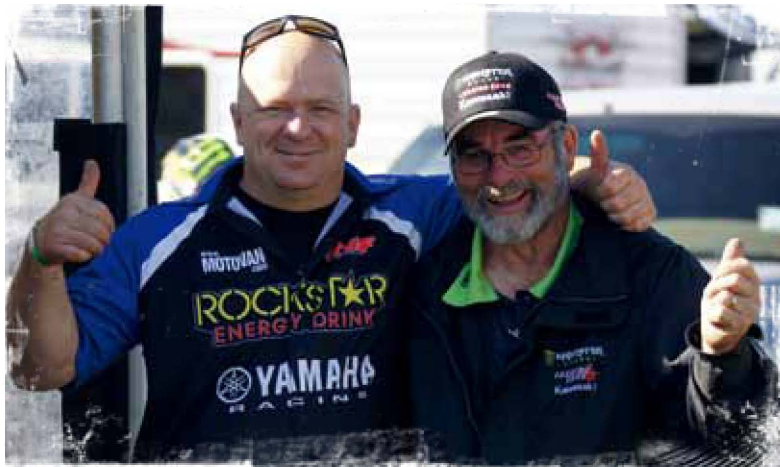


Mamma Allison looking out the window to make sure Benny isn't sleeping on the job!!





"Hey Bobby, does Brittany like the deluxe?"



The happiest truckers out there: Ernie and Jimmy. Drive on boys!!



Press conferences at each round have been a hit.



Bryar Perry says "What's up" to the MXP camera.



Um, not sure what Yates is doing here but it's a little close. Good thing he's married or people would think that was weird, especially since Dent kid is smiling. LOL



This guy gets checked before every plane ride for sure (full dip); looks like he's up to something sinister.



Do you smell that? Hahaha





## So Pumped...

By Ryan Gauld, Photo by MXP Staff

I just love this time of year; racing every weekend, nationals at their mid-way point, the Walton Trans Can just around the corner, plus the amazing weather we always get in Southern Ontario at this time of year. My base tan is looking nice. Ha! This time of year is when you really see who the strong are in Motocross. In the spring, everybody rides or races because the tracks are sick, the temps are cooler and there is nothing really on the line. The mid-summer racer has to have a different attitude every time the gate drops. The mid-summer racer has goals and wants to fulfill them.

A Pro racer that finds himself racing the Nationals, such as Matt Goerke, has to be confident in what's happening but he also has to look at the prize at the end of the series. This is hard because that prize is the championship and if he lets up for one minute it might get taken away from him quicker than you can say "see ya." Most of the time, the mid-summer Pro racer does not race unless it's at the Nationals. He feels that if he races he may get hurt, something could go wrong, or maybe he gets beaten by some squid and his confidence turns into a bowl of jelly that leaves him wondering if he can hang onto the title to the end.

Then there are some mid-summer racers, like Bobby Kiniry, that want to race any chance they get to ensure they are at the ultimate level every time the gate drops. But this could go wrong in many ways. Which way is better? Is it better to race and keep that hunger going all the time? Or is it better to only race the Nationals

and feel fresh with a clear head when the gate drops each time? It's a tough call. When I was a kid you raced about 30 weekends a year. I find it tough to race ten times now. I am not at the Pro level anymore, but you would have to think that racing is the best way to stay in shape and remain focused on your goals. The hot summer is no time to rest and chill when

A mid-summer amateur racer needs to race as much as possible. Like I said above, in the spring it's always fun. It's always the best dirt, but you have to be able to work past that when it's hot as hell out and the track is a hard packed mess. For most amateurs, there is really only one goal in mind: make it to the Trans Can. This race is the one that helps you move

through the ranks and showcase your talents on the grand stage. Sponsors are there plus it co-exists with the Pro National on Sunday, so the teams are there too. Basically, every eyeball you want watching you is there. For the Pros, they get nine rounds to prove they are the best. Amateurs only get the one, and it's oh so important. It can make or break you. I have seen so many riders do well at Walton then make the jump to Pro and never do squat (ie. Kyle Stephens). I have also seen riders that you barely know at Walton and they become really good Pros (ie. Kyle Keast). You need to be ready for this race but you also need to treat it just like any other race. Come in ready, calm, confident, and know that if you put the time in it will all pay off. Walton is the build up of everything everybody works for each year in Canada. It truly is a national event. This year will be proven even more than ever as the stats show many riders from across the nation attend. This year is going to be huge for the Trans Can.



you're leading a championship like Goerke. I'm sure he's putting his time in at the gym and at the practice track, but there is no better practice than actually racing. Will this play into Bobby Kiniry's favour?

So for you mid-summer Pros, you can relax a bit. You mid-summer amateurs, there is not time for you to chill. Your spotlight will be on you very soon. Be ready!!!! 





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**RJ Marnoch** — Walton TransCan — 2012 Yamaha Factory Ride winner  
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## I'm not saying I'm innocent at all

By Tyler Medaglia, Photo by Clayton Racicot

I think pretty much every rider including the Pros go through a bit of a partying stage in their career or have some sort of distraction around them; some have a hard time kicking it. I've seen some of the best riders in the world get wild or off-track at some point during the tours around the MX scene. In most cases involving crazy people such as motocross racers, you hear some pretty good stories.

At the Daytona SX a few years ago we got our pit set up fairly late so we ended up going to dinner late. Being Bike Week, everything was packed so we didn't end up leaving the restaurant until it was extremely late. On the way back to the hotel room, they had a pre-party going on, which is when I saw one of the top riders stumbling out of the bar barely capable of walking. I assumed that this rider was not going to be riding the next day but sure enough he was out there. He ended up setting the fastest lap time in qualifying practice and led three quarters of the main event and ended up finishing second. I couldn't believe it! If that was me, I would barely be able to put my helmet on the next day. I'm not saying I'm innocent at all.

In Regina in '07, I was riding the 450 in the west coast to fill in for Josh Woods who was injured at the time. After the race, Mitch Cooke, Ryan Lockhart, myself and Grey Davenport all sat down for dinner and went over the weekend. As we were ordering, Ryan asked us if we had ever tried Kokanee Gold? Obviously, it was the first year I got to travel to the western rounds. I said no because it was a western beer. Keep in mind that

it was well over 30 degrees that day and likely we were all dehydrated, I know I was. The next thing you know, we had ordered way too many pitchers, got kicked out of the dinning room and were sent over to the lounge side. From there it just went downhill; apparently I was sitting on a bar stool with my head on the table puking into a bucket between my legs while the party was going on around me. Ryan had no shirt on because it was tied around my head, Grey was singing and dancing, then sure enough Andre (our boss) walked in so Mitch ran out the back door




so he wouldn't get in trouble, and I'm sure that Grey followed him. I had nowhere to go, and Ryan didn't really care. I did end up getting back to my room because I somehow recognized Johnny Montes and remembered my room number so he helped me get back. I laid down and didn't get to sleep until 5am. Three hours later, I woke up in the exact position that I laid down in, fully clothed with shoes on. Mitch told me Grey threw his entire supper up all over the washroom and all he could smell was chicken alfredo all night.

In staging for my flight, I was just sitting there still with the spins while everyone was staring at me and smiling. I assumed most of the moto industry saw me with my head in the bucket.

On the plane I had my head on the hot tv staring at the barf bag, praying that I didn't have to use it. I glanced over to my left across the aisle to a smiling ginger, Marco Dube. "Not too fun now eh kid!", he said chuckling. I definitely learned my lesson from that experience - there is a time and a place for a little partying, but obviously dead smack in the middle of the season isn't that time.

Distractions can be in the polar opposite form as well. During the '08 season, I was running up front a lot in the MX1 class. Going into the '09 season, I wanted to win really badly; I was road biking a lot thinking it was going to make my fitness sky rocket. Eventually I was going cycling instead of riding on nice days. I always tried to beat my best times and go for ridiculous distances. It started to affect my riding and I couldn't understand why I was having such a hard time holding on. I was doing so much cardio that it was taking away my

upper body strength. My hobby is still cycling; now I know how to control myself so I don't do too much and still get my fix.

Distractions are all around us. The great riders are the ones who can pin point them and strategically make sacrifices. Until next time, it's been a slice. 



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# Nothing good comes for free

By Brian Koster

**A**s we approach the halfway point of the 2012 Monster Energy Motocross Nationals, lots of pending questions have been answered. We knew Matt Georke and Bobby Kinsky would be strong but who would have guessed that after three rounds they would be the only two winners in MX1? Colton Facciotti and Dusty Klatt have been knocking on victory's door but untimely crashes have cost them both seemingly certain spots on top of the box. A fast and fit Colton crashed and hurt his shoulder while making a pass for the lead on Georke in the first moto at Kamloops that cost him a DNF. But he bounced back to claim second place in the final moto that day, which was good for both he and his team. Dusty, on the other hand, has looked awesome all year on his new bike but has failed to win one. He has had a string of little things go wrong; he looked to be shoe-in to win at Calgary, but once again, a few, slight miscues left him brushing off the dirt and playing catch up.

In the MX2 class, it's the same story with only two different winners. Jeremy Medaglia scored the very first moto win but since then it has been the Teddy Maier show. Besides the same two faces at the front, the racing has been great throughout the pack; it has been fantastic to have a fast and healthy Kyle Beaton in the mix heading into round four. He has been a holeshot specialist and is a very exciting rider to watch. There are so many fast and great kids in that class; another standout has to be Spencer Knowles. This lad can rip and is quietly always a threat to land on the box as is Dylan Kaelin. Another rider of note has to be Alaska's own Cody Woodworth. Why you ask? Well, this youngster is competing and finishing in and around the top ten on a Yamaha YZ 125 two-stroke! It's just amazing to see and hear this kid coming around lap after lap giving guys on four-strokes fits. He passed Teddy Maier briefly at the start in Kamloops, and has been finding and battling with Richard Grey on a regular basis. This has led to some pretty exciting dicing between the two. With Richard riding really well this year, it is a testament to Woodworth and his good ol' 125!


Injuries, as we have seen during last season's AMA Supercross series, are an unfortunate reality of our sport. For a sport that gives us all so much it can also

take so much away. At a blink of an eye, things can go from fantastic to horrific as we have witnessed this year here in Canada, most notably at Kamloops. With Facciotti ailed with a sore shoulder, in moto one Kyle Keast looked poised to capture third overall on the day. Kyle looked about as good as I've ever seen him, tearing up a track in which he had led over half the race just a few short years ago. About the only thing left to do was spray the champagne, but Kyle hit a big kicker and went over the bars... hard. The end result was a badly broken femur that required immediate surgery to repair. Nobody, not even Kyle's closest competitors, wanted to see this happen. Obviously, he is out for the year and as a fan favourite in the east will be sorely missed by all.

Another great rider whose season came to a crashing halt that day was Kyle McGlynn. After taking last season off from the Pro tour, Kyle came back this year ready to go for it in the MX1 class. He finished well in the mud of Nanaimo but at round two crashed big time in the tough sand section resulting in a myriad of injuries including a punctured lung. Never a good thing and we wish him a speedy recovery. Shawn Maffenbeier also had a scary crash on the finish line jump at Kamloops but remarkably wasn't injured very badly. I witnessed the whole thing and figured he broke both his legs and back, but the rubbery rider from the Prairies bounced back to do his job the following weekend in Calgary...amazing!

For anyone prepared to deal with the shortfalls of our sport, it takes a certain breed. From the training and practicing to the travel and expense it takes, there's a level of commitment that is lacking in so much of society today. Sometimes I ask myself why we all do what we do, and a lot of times I don't have an appropriate answer. One thing I do know is there are a lot of great people out there who share my passion for motocross and sacrifice a lot to be involved. From moto moms and dads to the big Pro teams to the riders themselves, there is a lot of hard work, preparation and time that goes into being a part of the racing scene. The core media people also forego a lot of life's little luxuries to cover and report on the sport they love. I guess the old saying "nothing good comes for free" kind of rings true, when it comes to motocross anyway.

Speaking of hard work, this year has been a bit of an eye opener for me. With the way our travel schedules have played out I have been arriving at the tracks a couple of days early. Usually I get there a bit later and everything is all laid out at the track and looking like a Pro National should: pits mint, track mint and everyone ready to race. Who realizes what the CMRC crew are up against leading into a Pro National weekend? I pretty much thought I had seen it all, but hanging out and seeing all the little things that can and do go wrong when putting it all together left me with a renewed respect and appreciation for the hard work and patience of the core, albeit skeleton crew. From the girls in the scoring/sign in trailer to the big man himself, literally everyone goes above and beyond the call of duty. From flight delays to flight cancellations, lack of sleep and crappy airport food, there is always a story to tell behind the scenes. With equipment failures to equipment not even arriving, there are a million phone calls and e-mails required to get the job done.

I can't even believe the amount of hours Brett Lee spends at the track. This guy is a machine and never ceases to work. He truly has become a jack of all trades, doing things that are far from anyone's job description. His brother Matt also shares the same work ethic and has been known to pull all nighters in all weather conditions out on the dozer, making the tracks National calibre. Generators fail, water pumps fail, water trucks break down, sound systems fry, computers crap out, trailers have issues, and that is just the tip of the iceberg. Of course no one in the crew seeks glory or kudos but who doesn't like to be appreciated? I suppose the satisfaction from seeing it all come together makes it all worthwhile. Seeing families and kids in awe of the big stars and the big show makes it all worthwhile. Delivering a one-two punch of visual excitement and entertainment, and seeing happy fans makes it all worthwhile! That's what works for me! 



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Whenever a “top secret” video arrives from Travis Pastrana in the months leading up to X Games, you know it has to be something good. This year was no exception when Pastrana sent an e-mail of a guy doing a crazy new trick at his house in Maryland. The rider on the video was 25-year-old Canadian Bruce Cook who is about to take the biggest stage of his life. Cook is one of those quintessentially, unassuming Canadians who just seem to exude “nice.” ESPN caught up with the pleasant neighbor from the north in his final preparations for Los Angeles:

**ESPN.com:** Where is Bruce Cook from?

**Cook:** I am from Kelowna, B.C., Canada.

**ESPN.com:** What's your history in the FMX world?

**Cook:** Got into it about seven years ago, kind of as a hobby, more than anything, in the backyard. My parents have 60 acres so there was a natural progression with the boys and bikes just building jumps then building bigger jumps. My buddy Kris Garwasiuk set up a ramp and a landing at my place so I kind of started poking away on that. I started moving back farther and farther and before you know it I was at 70, 75 five feet and starting to learn the basic tricks. I think in '05 I had enough tricks and got invited to do a small demo out in the Prairies in Saskatchewan. From there I was hooked and practicing, getting a bigger bag of tricks and doing bigger and bigger shows.

**ESPN.com:** Do you make all your money from freestyle motocross?

**Cook:** Basically this will be my first year that I will be full time. I've also got a contracting company that I have been running, and in between you go do shows on the weekend. Sometimes you don't get a full schedule and every weekend booked up, so I am doing landscaping, tree removal and labour work for myself. I'm doing that but it is kind of tough when you are trying to do well at both. So this year I am concentrating on riding and freestyle and that's what I want to do. You've got to pick and focus and it's what I have been doing this year, for sure.

## INTERVIEW: BRUCE COOK

# ESPN-X GAMES

**ESPN.com:** How did you meet Travis Pastrana?

**Cook:** I guess about three or four years ago we did a seven-stop tour through Mexico and one of the riders was Billy Van Vugt and obviously his sister is Jolene Van Vugt. With Jolene being on Nitro [Circus] and being best buddies with Travis I kind of went through Billy to Jolene to Travis. Everyone has been on my side and a huge help, and even Travis has been so welcoming and just gung ho from day one.

**ESPN.com:** “Gung ho” is probably a good way to describe Travis.

**Cook:** [Laughs] Among other words, yes! He's fired up for sure.

**ESPN.com:** What is it like when you actually get to train at TP's compound? What does a typical day entail out there?

**Cook:** Two years ago I learned to flip and that was the first time that I had been out to his place and met him. Most kids kind of grew up idolizing him and he has really been kind of my style -- just loves the sport and progression. That's been key with me so it was really cool to meet him and that atmosphere has really been amazing. Everyone who is down there and around there is a professional something and working towards something so the atmosphere is really positive and everyone is driving to be better at whatever they are doing. Every day you wake up and there is a full gym downstairs in his place, so I usually hit the gym for a bit. Then you've got the pool and hot tub for the sore muscles that the foam pit definitely brings. This past week we have been doing about four or five separate foam pit sessions a day where you gear up, hit the foam pit, gear down and maybe go for a swim and then gear up and start from square one again. By that time it's nine o' clock at night so you hit the hot tub again and grab some dinner and turn in for the night. It's pretty exhausting.

**ESPN.com:** You are heading home from Travis' right now, so has being there been the main component in learning this trick?

**Cook:** Absolutely, without him it would not have been so easy. He just welcomed me in and I did the best to try to earn my keep. He was on board right from the get-go and it is so nice to have such easy access to a foam pit -- other than it being on the other side of the country [laughs], but we take one flight over to Philly and drive down with my East Coast bike so it's fairly easy and has been key in learning this trick, that's for sure. It's not a trick that I would like to learn to dirt.

**ESPN.com:** So are you ready to reveal this top secret trick or not?

**Cook:** It is a trick where I am upside down and letting go of the bike completely at one point or another. So that's kind of where I am at right now and it leaves a little bit to the imagination.

**ESPN.com:** Have you done this thing to dirt yet?

**Cook:** I haven't, but I'm pretty confident into the foam. I have had some really good sessions and it is feeling good.

**ESPN.com:** As soon as you mention new tricks everyone always asks “What ramp are they doing it off”?

**Cook:** This one is off a standard superkicker, just flat on the ground. We were toying around with jacking up the superkicker a bit. We actually got it up to six inches and then dropped it right back down to flat. That's kind of been the most comfortable and the best trajectory.

**ESPN.com:** What distance is it set at?

**Cook:** It's between 45 and 50 depending on the landing and where the knuckle is at; somewhere in that range.

**ESPN.com:** In every trick there is the toughest part, like the “crux” in climbing. What's the toughest part of this trick that has the biggest potential for a mistake?

**Cook:** Basically there are a lot of steps. For me it has been about learning the steps because if you miss one step you screw up the trick. It is a backflip so you have to remember to do your backflip first and then everywhere you put your hands has got to be bang on every time. I say the biggest hurdle is remembering it all in your head because you only have those two or three seconds in the air to get a lot of things done. It's a lot of stuff to remember and get through your head in a short space of time. ➡









**ESPN.com:** Forgetting about the trick for a while -- your first real competition is going to be X Games, how did you feel when you realized you had been given that invitation?

**Cook:** I'm not sure I fully have yet [laughs]. Two years ago I wanted to do this trick, but unfortunately it didn't work out for doing it at last year's X, but I have been thinking about it for two years. It has been beating on me big time. For me I am my own biggest competitor so when I get something in my head that I want to do, it's going to get done. Having the invitation to X was kind of the goal and I have accomplished that so now it is all about "go and do it." If I can pull it off clean and ride away then I will be content and happy.

**ESPN.com:** Is there any special kind of preparation you are doing for X Games that is different from what you have done in the past?

**Cook:** Obviously lots of foam pit, which is different because most tricks you are learning and just progress onto dirt at 75 feet. That and then for the first time I have a personal trainer. I showed him the trick and he definitely has been helping out with some of the different muscles that you don't think about and helps on keeping yourself from getting too sore. This time has been a lot easier on my body because I have been going really hard these past two months. The goal of the workout is to help you survive the foam pit more than anything. It definitely helps so my body is feeling good. I've got the usual aches and pains, but I will go home and hit the gym for a while and get loosened up, lots of stretching and then we are headed to X.

**ESPN.com:** Have you taken up yoga yet?

**Cook:** Yep, with this gym and trainer you get free yoga so I have done that a few times. I don't really like the "Woo-sah" kind of stuff [laughs], but this is more that you are here for a reason and you are stretching and you've got some good tunes on and you are there to loosen up and stretch and get more flexible.

**ESPN.com:** Maybe you can get a sponsorship from Lululemon and get a Canadian yoga company behind you?

**Cook:** [Laughs] Not quite that far!

**ESPN.com:** Have you actually been approached by any new sponsors once they found out you were in X?

**Cook:** I have been building with my existing sponsors because I have excellent relationships with them and this is kind of a reward for them since they have been really good. I have been talking to a few people and a few different sports managers and they are saying "Who is Bruce Cook?" like no one really knows. There's no offense taken because I have been doing my thing in Canada and have not really made a name for myself in the U.S. That has been my game plan from day one, to kind of come out of the blue and have this trick and just do my own thing. Everyone has been saying it's kind of crazy down there, but for focus and my mental game it is probably best for me to go and do my thing and worry about the rest later.

**ESPN.com:** X Games is a very different stage to everything you have done before and we have seen the pressure crush people in the past. What are you expecting that circus is going to be like?

**Cook:** I have been getting pretty good preparation from Billy, Jolene and Travis. Travis' trainer has been a big help actually. He has been

at the house most of the week helping me out big time with a lot of the mental game.

I think I have prepared myself for what's to come and I am usually pretty good with that kind of thing. I can turn a switch and focus on my own thing and once you are coming up that ramp you are only focused on one thing and that's getting the trick done.

I'm prepared for a little bit of a shock because, as you said, it is kind of a different stage, but I am prepared for that shock and it should not be too much of an issue.

**ESPN.com:** Any concerns that you are going to be ready to jump out there and someone else is going to have a similar trick?

**Cook:** That's always possible, but I have been away from the Internet and not really looking at what the other guys are doing.

Like I said, from day one this has been what I am doing and I am going to do it the best I can. Whatever anyone else has, that's cool because I have huge respect for those guys and a couple of tricks that I have heard about are crazy. Everyone is out there doing their own thing and I think this year the tricks are going to be really big, really new, really crazy tricks.

I'm just out there to land mine and whatever else happens, happens. **MXR**





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Montreal, June 13, 2012 - Tickets for the 35th running of the Montreal Monster Energy Supermotocross, presented by Parts Canada/Thor, which will be held on Saturday, September 29, 2012 at the Olympic Stadium, are currently on sale at [Admission.com](http://Admission.com), by calling 1-855-790-1245. Fans wishing to buy tickets can select their seats by visiting the Monster Energy Supermotocross website at [www.supermotocross.ca](http://www.supermotocross.ca). Tickets are also available at participating motorcycle dealers and recreational products retailers across Québec. A list of locations will soon be available on the Web. The most-coveted seats in the house, as well as all reserved seating, are available now with ticket prices ranging from \$15.00, \$30.00, and \$42.00.

This year, organizers are offering extreme sports fans exclusive access to Friday's practice and qualifying sessions, as well as all of Saturday's activities including qualifying heats and final races, through the purchase of the Monster Energy Supermotocross Passport. Only 500 of these prime

location tickets, which are situated front-and-centre near the track, are available for only \$60 each. Among other things, Passport ticket holders will be invited to attend a Supermotocross driver photo-op and an autograph session, as well as a track walk alongside the riders. Launched last year, the dedicated family zone pre-event package will once again be available. Located in a prime section, the four-ticket package admits two adults and two children under 12, for \$114 plus service charge, a savings of \$54.00.

"This year, we are introducing the Passport to respond to fans who want a closer look of what goes on behind the scene as well as on track during the two days of action at Olympic Stadium. This includes access to Friday's practice sessions and qualifying races as well as several off-track activities," event promoter Pierre Corbeil said. "I also want to mention that we are currently soliciting some of the top American riders, especially in the ATV and Side-by-Side classes, to compete against the top Quebec and Canadian riders in Saturday night's International championship races."

The most exciting Fall extreme sporting event in Quebec will offer its 50,000 fans a full schedule of activities that will, on Saturday night, feature the best Canadian and American MX1 and MX2

riders, as well as an international cast of freestyle motocross riders. New this year, the Kimpex Quebec Quad Cross Championship will close its ATV Pro 450cc and 900-1000cc Side-by-Side season, which could very well crown its 2012 Champions. Later on Saturday night, these Quebec riders will face a host of American hot shoes in the two International races.

Ticket holders for the 2012 Monster Energy Supermotocross will have free access to the Montreal Off-Road Show, which opens at 10 a.m. on Saturday, September 29, 2012 at Olympic Stadium. To learn more about motocross and the Montreal Supermotocross, visit [www.supermotocross.ca](http://www.supermotocross.ca).

**Can't make it to a race but still want to follow the race action? Check out [www.mxpmag.com](http://www.mxpmag.com) for great ways to stay in touch with Canadian Motocross.**

**How to follow the series:**

**Internet - [www.cmrcracing.com](http://www.cmrcracing.com), [www.mxpmag.com](http://www.mxpmag.com), [www.directmotocross.com](http://www.directmotocross.com)  
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is heavily sponsored by Yamaha Canada who has a GYTR YZ144 kit sponsored by Motovan, who is the Athena Distributor. Team Manager Iain Hayden has raced a 125 many times and has led more than one CMRC National on a two-stroke is playing with the idea to line up for a National this season.

Iain says he if he is in the same second as team MX2 rider Richard Grey at Hayden's Motopark Facility. He is going to line up for one if not all of the remaining East Rounds in the MX2 class. With all of the sponsors on board for the project, Hayden is confident with a couple weeks of riding on the break between rounds he can get on pace to finish near or in the top 10!





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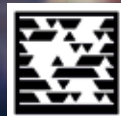
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## DESIRE...

"Yeah, you know for me every weekend I WANT to go racing. Last weekend I showed up and rode, I don't have a mechanic. In the east, I have my friend Steve Simms to help me, but right now it is me. Same as the other two guys (Willie Shratureau and Tyler Rayner) with me, we are just helping each other in the pits and getting it done. I don't know why I keep coming back; I am like most of us. I have been mangled, I have been told I may not walk again, but as soon as I heal I am back here again. I have to be here at the races. I will be here next year, and the year after that and likely until I am too old to qualify."

— **Jay Burke** — JBR racing at the pre-race Press Conference. Burke went 10-11 after a first corner crash in moto 2 that collected both his teammates, with no mechanic or goggles.



## CONGRATULATIONS

to Sara King who won the Scott Road bike sponsored by TMK Motorsports, Meagan Buchanan who won the Small Wheel Award (Awarded to the competitor who has competed in the Women's National Series in which all bike sizes are accepted, and has proven to be a top contender; being the highest placing Small Wheel bike among all competitors), and Larissa McGlynn who won the Hard Charger Award (Awarded to the competitor with the never-give-up attitude; who has fought to overcome and succeed struggles throughout the Series).



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Additionally, fans can interact with the hosts in real time through Twitter following @mxpmagazine <<http://twitter.com/mxpmagazine>> , @gauldy107 <<http://twitter.com/gauld107>> , @cmrcracing <<http://twitter.com/cmrcracing>> and the hashtag #mxcanada . Comment on Facebook at <http://www.facebook.com/CMRCMX>

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# KAMLOOPS KILLER

Kamloops National has become known as a tough, punishing track to race. Fast and very choppy, it required immense fitness and strength to be successful. The 2012 version was tough and the list of injuries marked a tough day on the national tour. The biggest name was **Kyle Keast**. The Machine Racing pilot rode from outside the top 20 to fourth by moto's end. He accomplished all of this despite a huge mid-week crash that left him with cracked ribs. Unfortunately, a big mistake at the halfway mark of moto two left him with a broken femur, which will no doubt sideline him for the rest of 2012. **Kyle McGlynn** was another

rider that got smacked to the ground in Kamloops. He was running just inside the top 10 when he said he dropped the front wheel in a hole and couldn't recover. This crash left him with broken ribs, a collapsed lung and a very sore body. **Shawn Maffenbeier** also had a really scary crash. He approached the finish line while running 6th and mis-shifted and was launched over the bars. Luckily for Shawn, he was able to get away with just a banged up body and no serious injury. The last name in the MX1 class that crashed hard was **Jared Stock** in moto two. He was taken down in the first turn but was able to walk away.







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## CEMENT STARTS

are something that is unique at the Canada Motocross Nationals in which riders have mixed emotions. In Calgary, both Dylan Kaelin and Jeremy Medaglia worked an interesting angle to get the jump. Both lined up before the hot lap backwards to spin their wheels on the line to prep their cement start pad. Neither rider got the holeshot but it was an interesting idea to get the jump on the competition.



## SHAWN ROBINSON

Shawn Robinson raced to a 9th place finish in the second MX1 moto with a painful looking right hand. The Yamaha rider had injured his hand the week before in Kamloops but still shouldered through the motos. In Calgary, he again raced through the pain before having discovered the two outside bones in his right hand were indeed bad enough to require surgery.



## KINIRY / GOERKE BATTLE IN CALGARY

At the Calgary national as Matt Goerke and Bobby Kiniry began their battle to the checkers, the two racers began to push the pace. In the late stages of moto 2, the two sliced one second a lap off their times for four consecutive laps. They dropped their lap times by 4 seconds.



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## MATT GOERKE

If Matt Goerke's wins the 2012 MX1 title he will be the first American to win the title since Paul Carpenter in 2007. Like Carpenter, he won't have a chance to defend or wear his number one as he's already signed with BTOSports.com/BBMX team for a full AMA series in 2013. Goerke's supercross season was pretty good and his 2012 Canadian campaign has been impressive, which is why the BTOSports.com/BBMX team snatched him up.



## MONSTER ENERGY MOTOCROSS NATIONALS' TELEVISION COVERAGE STEPS UP!

The best television coverage in the sport of motocross racing will now be available all the more for both Canadian and US viewers.

Rogers SportsNet is continuing their partnership with the Monster Energy Motocross Nationals and will premier the first round of coverage from The Wastelands in Nanaimo, BC this coming Saturday, July 14th. A new "home slot" has been added to SportsNet's list; HD cable subscribers can now find each round on SportsNet 1 on Thursdays at 7pm (local time) starting July 19th. We're back with SPEED. New for 2012, CMRC's Canadian Nationals can be found on [www.speed2.com](http://www.speed2.com) via streaming video. This is for US cable subscribers only and will allow US viewers the opportunity to watch all the excitement from north of the border by visiting Speed's website.

## WOMEN'S NATIONALS

It's hard to believe that our Women's West Series has already come to an end. It was a quick but very successful series this year with full gates at each round, and intense racing. I don't think any had imagined the series to be as successful as it was. A large thanks goes out to all of the Sponsors who really stepped up to help our Women's West Series: David Kermack from Kermamaxx, Rick Bradshaw at Schrader's, Garreth Buchanan from TMK Motorsports, CSC Electric, the Danyluk family for donating the Bruxx Performance Guards, Todd from Vanquish, Derek Thompson for putting up the money for the Quick Chick Holeshoot Awards, Small Wheel Award, and Hard Charger Award, Brett Lee, Mark Stallybrass, Ryan Gauld, Jared and Parker Allison, Myrna Hansen, Kyle Carruthers, Billy Rainford, James Lissimore and anyone else who really worked to get the Women's Motocross series back in the spotlight.

### TOP 10 CMRC WESTERN CANADIAN WOMEN:

1. Hailey Larson
2. Denaye Giroux
3. Shelby Turner
4. Rachel Springman
5. Sara King
6. Larissa McGlynn
7. Sierra Roth
8. Tressa Rau
9. Camille Baker
10. Jamie Munro





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CLAYTON RACICOT



## COVER BOY

# MATT GOERKE

## WINNING WITH AUTHORITY

"The biggest difference this year over last year?" repeated Matt Goerke with his hand resting on his scruffy chin, "I am healthy and that is the biggest thing for me. People don't realize how bad I was injured last season coming into this series. Of course it was all new and I had never raced here before but I wasn't healthy, and that was my biggest hurdle last season compared to this season."

It has been a big difference. Goerke entered 2011 a relative unknown simply because he had never raced Canadian tracks; his injury was a high profile crash and he was riding a new bike. In Kamloops, Goerke struggled to get out of the gate and ran just inside the top 10. Even those most cynical of where Goerke would finish did not expect it to be as tough as it was for him. It was a complete struggle for the Florida rider throughout the west until he hit the east and the deep sand of Gopher Dunes. "When I caught the break last year I was able to rest, to heal my wrist up. It is no secret that I do like sand tracks, at the very least I do well on them. Being able to heal was the key to my improvement in riding as the series moved to the east last season." From not being able to crack the top 5 in the west to sweeping both motos on a blistering, hot day on a grueling track was stunning. It also showed how uncomfortable his wrist had been in the opening rounds, and the damage a healthy Matt Goerke could do to the competition.

It was momentum that carried him into the 2012 AMA Monster Energy Supercross Series. Goerke landed the spot as a fill-in rider for the injured Michael Byrne and the BTOSports/ Butler Bros. team. Goerke made the most of the opportunity. He did everything a fill-in rider needs to do. Matt became a staple in the competitive mains, missing only one main at his first supercross and then transferring directly from heats for the rest of the season. He battled for top 10s, including one for a top 5 at Daytona. Matt got better week in and week out. Goerke also made what he thinks now was a huge step in his career by moving to California to train. "I just saw hard pack as something I needed to improve on. I have always felt really confident in sand and wanted to improve on the harder base. Moving out to California forced me to ride harder packed surfaces and become a better all-round rider." Goerke has indeed tightened up his game not only in supercross, but outdoors in Canada as well. As the series takes its break, Goerke has lost only once taking 7 out of 8 possible moto wins and 3 of 4 overall wins. ➔




COVER BOY

# MATT GOERKE



When things are going well, you hear it in the words and see it in the rider's demeanour. While in 2011 Goerke seemed shy and unsure in the pits. His presence has changed and he has grown more confident with each moto win. Leaned back under the Monster Energy rig during the weekly press conference, he smiles and listens contently to the other riders. As series points leader in the premier division, he gets the last word at the press conference. "This is what I want to be doing. Racing for the lead, for wins and for a championship is something all racers want to be in a position to do," smiling as he says the words and hears himself say them. "My team has been great, my bike is awesome, and I feel like I am the best shape of my career right now. I don't want to jinx it but it is going good."

In five rounds, many are betting Goerke will be the man standing on top. "I'm not thinking about the championship yet. I want to focus on winning races, keeping the momentum going from here through the rest of the series." Momentum, confidence and speed is a deadly combination in motocross and Matt Goerke may just have the right combination to become the 2012 Monster Energy Motocross MX1 Champion. 





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When I was approached for my thoughts on the opening round of the 2012 Monster Energy Motocross Nationals in Nanaimo, BC, Gaudy and Charles both agreed that they didn't want just a race report. For a while, I struggled with the idea for this article until I came up with how I was going to do this. I am going to write this story about Round One just as my trip to beautiful Vancouver Island happened - day by day. For everyone who has always wanted to attend the first round of our National Series but haven't been able to, this is for you.

Obviously, to get to Nanaimo from my home in Shelburne, ON, I get to take part in one of my favourite past times: flying. I know travelling these days can be extremely difficult and down right frustrating, but I always get excited on my drive to Lester B Person International Airport in Toronto because I know I am taking to the skies to fly somewhere.

The flight to the west coast is not a short one, but since Air Canada has their onboard entertainment systems on almost all of their aircraft, even the long flights now seem to go by fast. I was also lucky enough on my flight to have one of Canada's motocross icons onboard with me, Motovan's sales guru Allan Jaggard. If you have never had a chance to sit and chat with Allan, well, let me say that you are missing out. He is one of the great story tellers of Canadian Motocross, and since he has been around for a few years, his memory bank is full of motocross memories.

Allan was actually the very first sponsor I ever had back in 1986 when he ran R&M Motosports East. He sold me a set of Answer gear for cost and at that moment, I thought I was a factory rider. In those years, R&M Motosports supported almost every top rider in the Pro class; Ross Pederson, Carl Vaillancourt and Allan Dyck were under Allan's guidance. Since he was in constant contact with these elite riders, it is no surprise that he has an enormous amount of stories. I think it is safe to say that Allan and I stood at the back of that Air Canada 767 for two hours talking, and believe me when I tell you that he did most of the talking. ➡



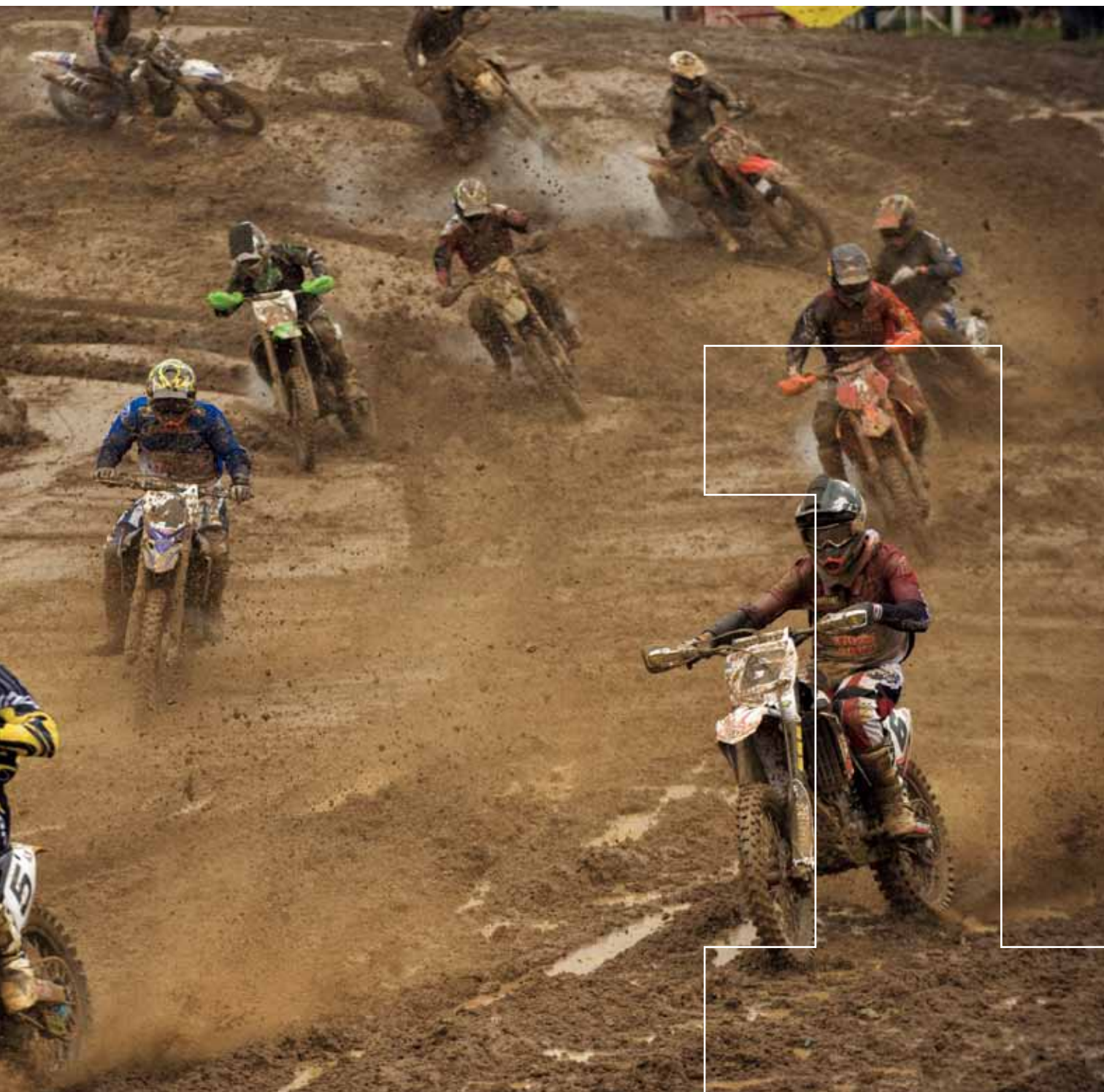
Not even two turns in and you could hardly tell who was who.



By Chris Pomeroy, Photos by Clayton Racicot and Travis Williams

ROUND ONE IN NANAIMO:

# WHERE IT ALL BEGINS



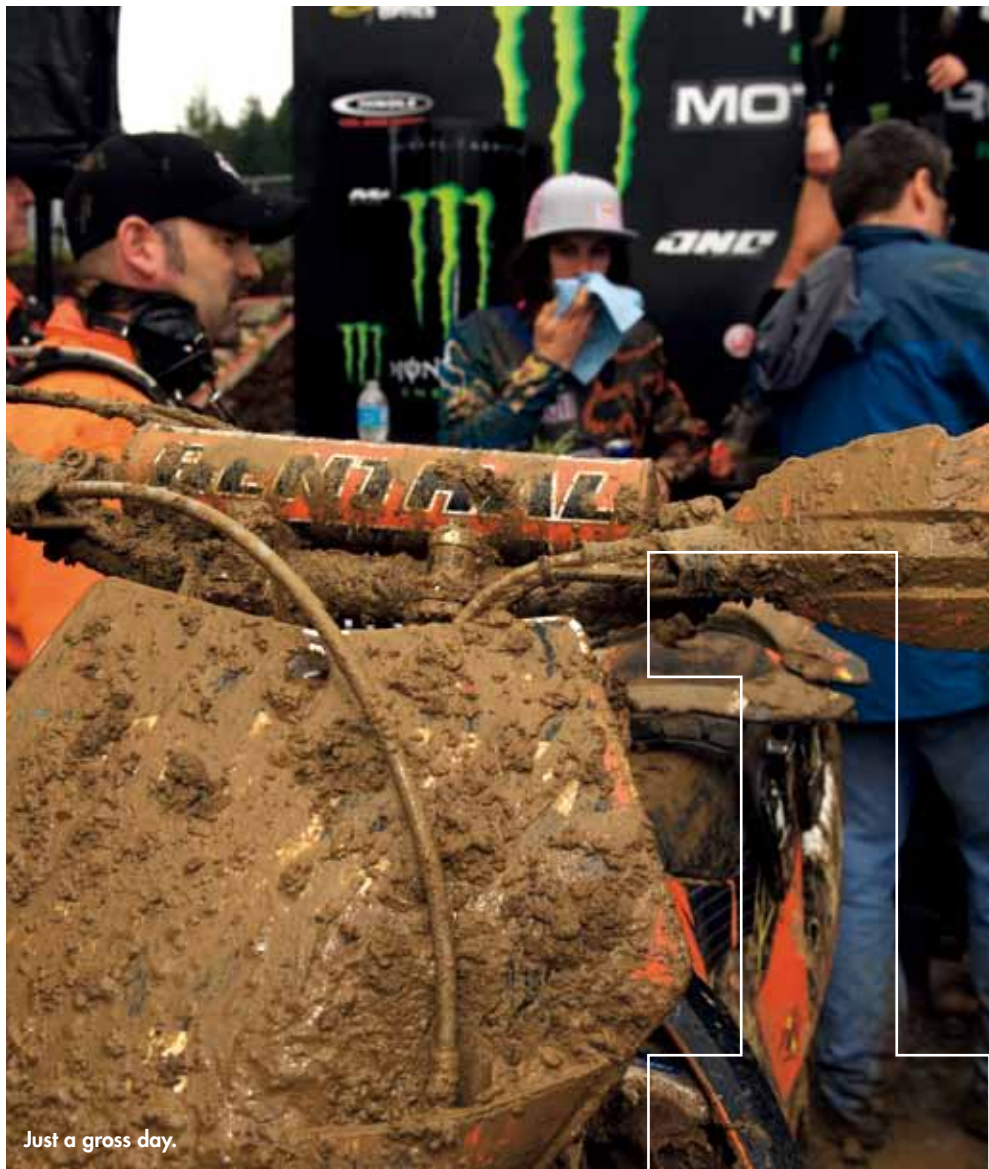




When we finally landed in Nanaimo it was late Friday evening. Jagg was meeting his sister who lives on the Island and actually works for “bicycle of the stars”, Marin Bicycles. Jagg and his sister went on their way and I caught a ride with Factory Connection’s Mike Haist to the hotel that we both happened to be staying at. Mike Haist is another popular Canadian Motocross personality who has seen the sport from a number of different angles and is a real success story. Back in the mid-’90s, Haist spun wrenches for the likes of Pederson and Vaillancourt. It was with these two methodical riders that Haist learned that every second on the track counts and winning Championships is the most important thing. After a few years of wrenching, Haist fell in love with tuning suspension and eventually started Factory Connection Canada. He has since moved to Factory Connection USA where he runs the testing department and commutes each week from his home in Drummondville, QC to Connecticut.

Haist was in Nanaimo to look after the forks and shocks of the largest team in Canadian Motocross, the newly expanded KTM Red Bull Royal Distributing Fox team. As everyone knows, KTM Canada made a huge push this past off-season and acquired not just one top rider, but three of Canada’s best. Colton Facciotti, Dusty Klatt and Jeremy Medaglia all trust Factory Connection for their suspension needs, so when you have as much invested as KTM does in 2012, you bring in Mike Haist to make sure everything is kosher for round one.

On the way to the hotel, Mike and I stopped off at Montana’s to meet up with KTM Canada’s race team director, Andy White. Over a late meal, I listened to Andy give Haist a rundown on how the riders were doing heading into the first weekend of the season. Basically, everything was good; all of the months of testing during the off-season had paid off and now it was time to go racing. As tired as I was sitting there listening, inside I was getting excited for Sunday’s big race. ➡



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Since Saturday practice was abandoned a few years ago, the day is now all about hanging out. Yes, there is work to do for the teams; sign up, tech inspection and some last minute adjustments. Once those odd jobs are finished, Saturdays are about getting reacquainted with everyone you might not have seen for months. Since Saturdays are so relaxed now, this is a great day for fans to go to the track a day early and see, maybe even speak to, some of your favourite riders while they feel like talking, you know, before they have their Sunday race faces on.

One major change for Saturday at Nanaimo in 2012 was a Brett Lee contrived idea to have a media walk through the pits to meet the riders and the teams and then have it conclude under the Monster Energy hospitality tent for a press conference. The media crawl began at 11am on Saturday and was open for all media to attend. Needless to say it was a huge success and everyone involved had a great time. It was a terrific way for the media to meet and hear from the teams and some of their riders. It was also great to hear directly from the Monster Energy Motocross Nationals Promoter, Mark Stallybrass. Mark thanked everyone for being there and also spoke about what was in store for everyone this summer. The words Mark chose just seemed to add to the already high anticipation for the 2012 Series to begin.

The forecast in the days leading up to the race called for no rain and sunny skies all weekend. I guess what the weatherman meant was, he had no idea what the weather was going to do. As it turned out, the sunny skies that greeted us Saturday morning quickly turned to clouds, which then started spitting out moisture by the bucket-full, pretty much for the remainder of the weekend. Unfortunately, round one of the 2012 Monster Energy Motocross Nationals was going to be a mud race! ➡

**A:** Bobby Kinsky nearly lost his vision on this day but that didn't stop him from grabbing 3rd overall.

**B:** Ryan Abrigo was all smiles after a 3rd in moto one.



**A**



**B**





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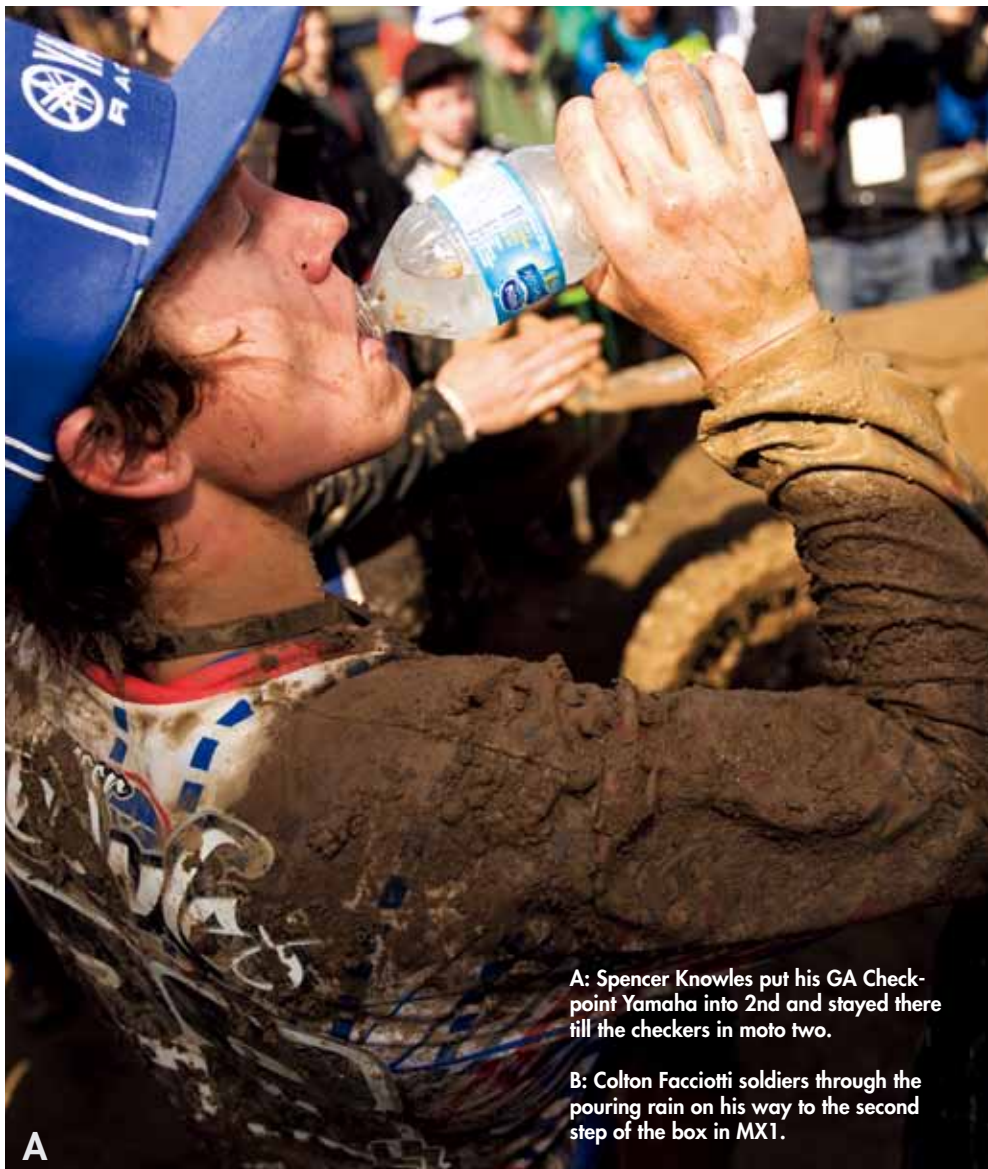




As I opened my eyes on Sunday morning I was immediately overwhelmed with that feeling that every motocross racer, past or present, feels when they wake up on the morning of a race. My senses simply told me that at last it was race day! The soggy weather was still with us on Sunday as the riders headed out for their first practice of 2012. Even though Matt Lee had done a masterful job on the track, it was a mess for every practice. It was bad enough that KTM riders Colton Facciotti and Dusty Klatt didn't even go out for their first open practice, electing to save themselves and their new, bright orange machinery for timed practice. When all the practices were over, all of the big names in both classes had made their way to the top of the leader board.

One new rider to the Series in the MX1 class was Monster Energy Leading Edge Thor Kawasaki rider Tyler Villopoto. He was coming north to race after a four year hiatus from the sport due to injuries. Obviously, the Villopoto name carries a lot of weight in the World of Motocross so I, like everyone else, was anxious to see how the younger Villopoto would do. If his hard charging style is any indication, and I think if you look at his older brother, it most certainly is, I think Tyler will win a moto in 2012 in the MX1 class. The kid has that much potential.

As the rain poured down, the MX2 and MX1 classes blasted off the cement starting pad for their opening motos. It quickly became apparent that this day was going to be about survival. The Nanaimo dirt is notoriously tough at the best of times, but with the sloppy, deep mud, the conditions were atrocious. In a lot of mud races, it is common practice to throw your goggles away after you use up all of your tear-offs, but at this track the dirt has so many tiny shale rocks in it that it can destroy a rider's eyes. On this day, almost every rider who threw their goggles away stopped a few short laps later for another set; some riders stopped more than once. The mechanics area was a busy place in all four motos. ➡



**A:** Spencer Knowles put his GA Check-point Yamaha into 2nd and stayed there till the checkers in moto two.

**B:** Colton Facciotti soldiers through the pouring rain on his way to the second step of the box in MX1.





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The most exciting pit stop was made by Monster Energy Leading Edge Thor Kawasaki rider Matt Goerke while leading comfortably in moto one in the MX1 class. With two laps to go, Goerke pulled in for a new set of Smith goggles, which allowed Facciotti to close the gap to within a bike length. For a lap and a half, these two went at it tooth and nail to the cheers of all of the cold, wet spectators. In the end, Goerke grabbed that moto win and the overall in the MX1 class over Facciotti and Rockstar OTSFF Motovan.com Yamaha rider Bobby Kinary. With Goerke healthy, Facciotti on a brand new bike and a host of other hungry riders, the MX1 class will be very exciting in 2012. With Teddy Maier also taking the win in the MX2 class, the top step on the podium in both classes was all green with Monster Energy Leading Edge Thor Kawasaki riders. With the big Blackfoot team out of the picture this season, it has opened the door for other teams to step up to see who can be the next dominant team in the Monster Energy Motocross Nationals. If round one was any indication of that competition, race fans are in for a treat this summer.

The racing ended and everyone began to dry off and think about round two in Kamloops. The people I really felt bad for were the mechanics, as the most common sight in the pits were them just staring at their once perfectly prepared machines. Everyone had a lot of work to do if they wanted to be ready for round two. A lot of riders and teams headed to the Cactus Club or to Earl's for dinner for some end of the day bench racing. The men and women that make up the Monster Energy Motocross National tour are a close knit group. From the riders, team personnel, and officials to all of the media reps that cover each race, they are like one big family. For three months of the year, they spend a lot of time together trying to achieve one common goal: to help make the Monster Energy Motocross Nationals one of the best series in the World. It was certainly a lot of fun to be a part of that extended family in Nanaimo, BC at the opening round of the 2012 Series. [MX]



Teddy Maier ecstatic after taking the second moto win after enduring the horrendous conditions



Kyle Beaton showed that he was prepared to start the season off right with a Royal Distributing Holeshot and a 2nd overall for the day.



Your MX2 podium from the opening round: 3rd - Jared Allison, 2nd - Kyle Beaton, and 1st - Teddy Maier



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MATT GOERKE



JEREMY MEDAGLIA



DYLAN KAE LIN

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After the muddy start to the 2012 season it was hard not to hope that the next weekend would go much better. Whispering Pines Raceway, about 35 minutes outside of Kamloops, BC, is likely the nicest looking race on tour. The scenery is something that you have in dreams, the track is as tough as they get, and in this particular year, it would mark the first ever Monster Energy Motocross National to be held on a Saturday. The AMA has done it for a number of years and has made it work. Some sponsors and manufacturers in Canada asked for it, or at least to try it, so here we go, the first ever Saturday National in Canada. How did it go?

Since the inception of the sport, it has always been a Sunday fun day for motocross racers and most other forms of motorsport racing (Race on Sunday, sell on Monday?). It never even seemed to be an issue. Then enter the AMA Nationals. Their reason to move their nationals to Saturday was primarily to allow for live television. Live television for the Canadian Nationals isn't an option at the moment so there wasn't a need to move the nationals to Saturday. This past winter however, the request was made to try one Saturday National in the west and one in the east.

I really enjoyed the Saturday national in Kamloops. I know for a fact the promoter was disappointed but you can never go off the first year of anything like this. It has to build for at least three years before you can give it a fair assessment. The crowd was average, the track was amazing, the weather was perfect (all but the 90 mph wind), and all the cards seemed to lay out in a pretty good way for the very first try. Like someone I know always says "You have to throw a lot of poop at the wall before it sticks. It doesn't happen right away." Well, this poop landed hard and stuck pretty good right out of the gate. This Saturday deal should be here to stay for three years and then we sit back and see how it worked. That's my vote anyway. ➡



A half decent crowd for the very first ever Saturday National. It can only go up from here with more hard work and promotion.



ROUND TWO IN KAMLOOPS:

# FIRST SATURDAY NATIONAL...EVER!







The racing in Kamloops was unreal. Battles all the way through the pack, tons of drama with a handful of big named riders hitting the ground hard and exiting the series for the year, and the Women's National was on center stage for the Sunday schedule making them look like the heroes they deserve. After round one the main players rose to the top as most of us thought they would. Matt Goerke (MX1) and Teddy Maier (MX2) claimed the overalls on their Monster Energy Leading Edge Kawasakis in one of the ugliest races ever. Even though the Nanaimo round was a huge mud fest, the riders that were picked to be the leaders came through.

It was the same type of story in Kamloops. Both Matt Goerke and Teddy Maier had perfect days to extend their points lead heading to round three in Calgary while showing off their red number plates. Rockstar Yamaha OTSFF Motovan.com's Bobby Kinyr had two solid finishes despite bike problems in both motos to ensure he stayed close to Goerke in the MX1 standings. In MX2, Jeremy Medaglia chased Maier in both motos on his KTM Red Bull Royal Distributing Fox Racing ride to say "I'm not giving you this race that easy" sort of thing. These two will battle down to the wire for the title, for sure. While this trend started to become more constant after the first four motos, there were two surprises that came in Kamloops.

In MX2, we got to see the privateer hero, Experts Exchange 180 Decals rider Topher Ingalls, put in two motos that dreams are made of. Both motos saw him get average starts, but it was his determination and will that gave him that extra boost to chase down the frontrunners giving him his best ever result with a third overall for the day. You could see on the box that all the countless hours, dollars, and hard work spent just getting to the races had finally paid off. With only four motos in, it was the best story in the early portion of the series...or was it? ➡



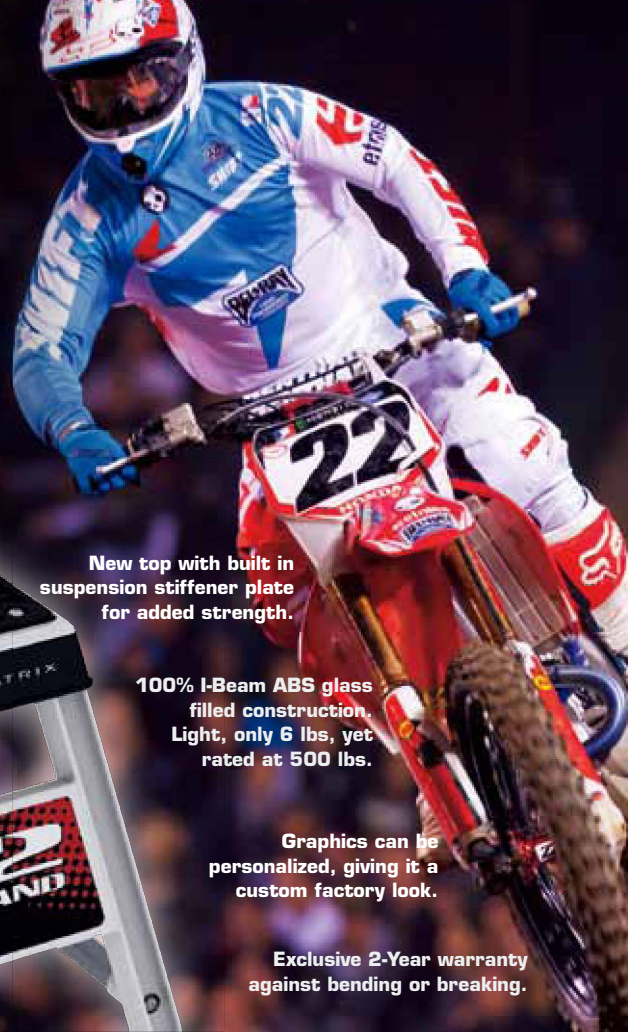
A: Jeremy Medaglia showed Maier a wheel in both motos but had to settle for second on the day in MX2 action.

B: 'The Man' so far in 2012, taking a breather and relishing in his triumphant start to the season.



B





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When Tyler Medaglia showed up on a Honda at the Montreal SX in 2011 it started a lot of talk about what was going on with Tyler and Blackfoot. Riding that bike at the Big O pretty much cancelled any deal with them in 2012. The announcement of BF totally pulling out of racing made all the drama in Montreal go away, but it left Tyler looking for a ride. There were talks of him going to the KTM squad, but that faded. There were talks of him going to the Monster squad; that too faded. It was up in the air until early in the New Year when the announcement was made that the two-time MX2 Champion would be riding a Honda for Gopher Dunes Racing with support from long time sponsor Red Bull and old sponsor TLD Canada. It was a great fit. At round one he rode well but was off the pace in the tough conditions. This was not the case in Kamloops. It wasn't a real big surprise to see him get great starts and lead laps, but the way he controlled the lead and how he never lost sight of Goerke was very inspiring. He managed a 2-3 on the day and showed that he will not go away without a fight. His results gave Gopher Dunes their first ever MX1 second overall.

Now to the sad part of the day: Kamloops is arguably the toughest track on the tour. Gopher Dunes claims that trophy by a nose hair, maybe, but you know what you get when you ride 'The Dunes'. Kamloops is a whole different beast. It has the rough sand, the hard pack, the square edge chop, big jumps, and wide-open straights. It really has everything a real motocross track can offer to a racer. It gave the fans a track that was awesome to watch, but it also gave some riders memories they would soon like to forget. ➡

**A:** Tyler Medaglia was so impressive in the tough terrain of Kamloops. Makes ya think, come Gopher Dunes round the #11 could be in it for the win.

**B:** The man of the hour in the MX2 class was Topher Ingalls. With a better bike and set up, he could be a title contender. Take notice for 2013 all you teams.





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It was a record day for injuries on the track in both classes. Jared Allison and Colton Facciotti both injured their shoulders leaving them beaten up for the remainder of the day. SMX MX101 TLD Yamalube rider Shawn Robinson left with a broken hand. These were just the minor mishaps. The unlucky riders that will not be able to line up again in 2012 were Machine Racing TLD Yamaha's Kyle Keast and Red Line Yamaha's Kyle McGlynn. McGlynn would suffer his fate in moto one while running 9th. Ribs, collapsed lung, and a broken collarbone were just some of his list of big injuries. Keast on the other hand got the worst of it all. After having a tough week and cracking some ribs practicing, it was up in the air if he would even race on Saturday. He skipped practice then showed the entire racing community that "Pain is for the weak". He rode like a man possessed to fourth in moto one. It was unreal to watch. It was a full Cinderella story, but in moto two he lost the glass slipper while again running fourth and crashed hard. The result was a broken femur that sidelined him for the remainder of the 2012 Monster Energy Motocross Nationals. It was a sad ending to a tale of the hardest working man in motocross. Will he bounce back and be the same guy again in 2013?



A

So there you have it. The first ever Saturday National is now in the books. It had everything for us all that were in attendance. Now we build, revamp, surge forward and make it even better next year. To all the riders that got hurt, it happens in this sport and it was proven here that it happens to the best. Don't let it beat you or make you lose your focus on your goals. Rebound and be a better racer and show this sport that there is no stopping you. **MXM**

A: Teddy Maier whips it with style en route to a perfect 1-1 day.

B: Women's podium from round one: 3rd - Sidney Dickson, 2nd - Denaye Giroux, and winner Hailey Larson.



B





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Rachel Springman pulls the holeshot in the Women's action. She nabbed both on this day and grabbed 4th overall.

The Calgary National, held on the outskirts of downtown at the Wild Rose MX Park, is always one for which to get excited. Racers really enjoy the track, the city is full of amazing restaurants and beautiful women, and of course, the party scene is the best of the year compared to any round we visit.

The biggest news coming into the park was that Marc Peters, premier track designer/builder, had reshaped the entire track. When we all arrived it was completely different, and from a fan's perspective the track looked like a lot of fun - big jumps, big bowl berms, some technical sections, plus 50% of the track now went in the opposite direction. For a racer, change is always something that can go both ways. Some serious racers, or the more focused that go for the win, can flow with the change without any problem. Others have issues with change because they are so used to certain things; it's tougher for them to just switch it up and flow with ease. The only change in Calgary was the track because all the top riders still rose to the top. The racing was the best we had seen thus far in the early part of the season. ➡



Tell me that motocross isn't something you want to try when you see epic photography like this, forty of the best all going for the win.



ROUND THREE IN CALGARY:

# I WENT TO A PARTY THEN A RACE BROKE OUT!!

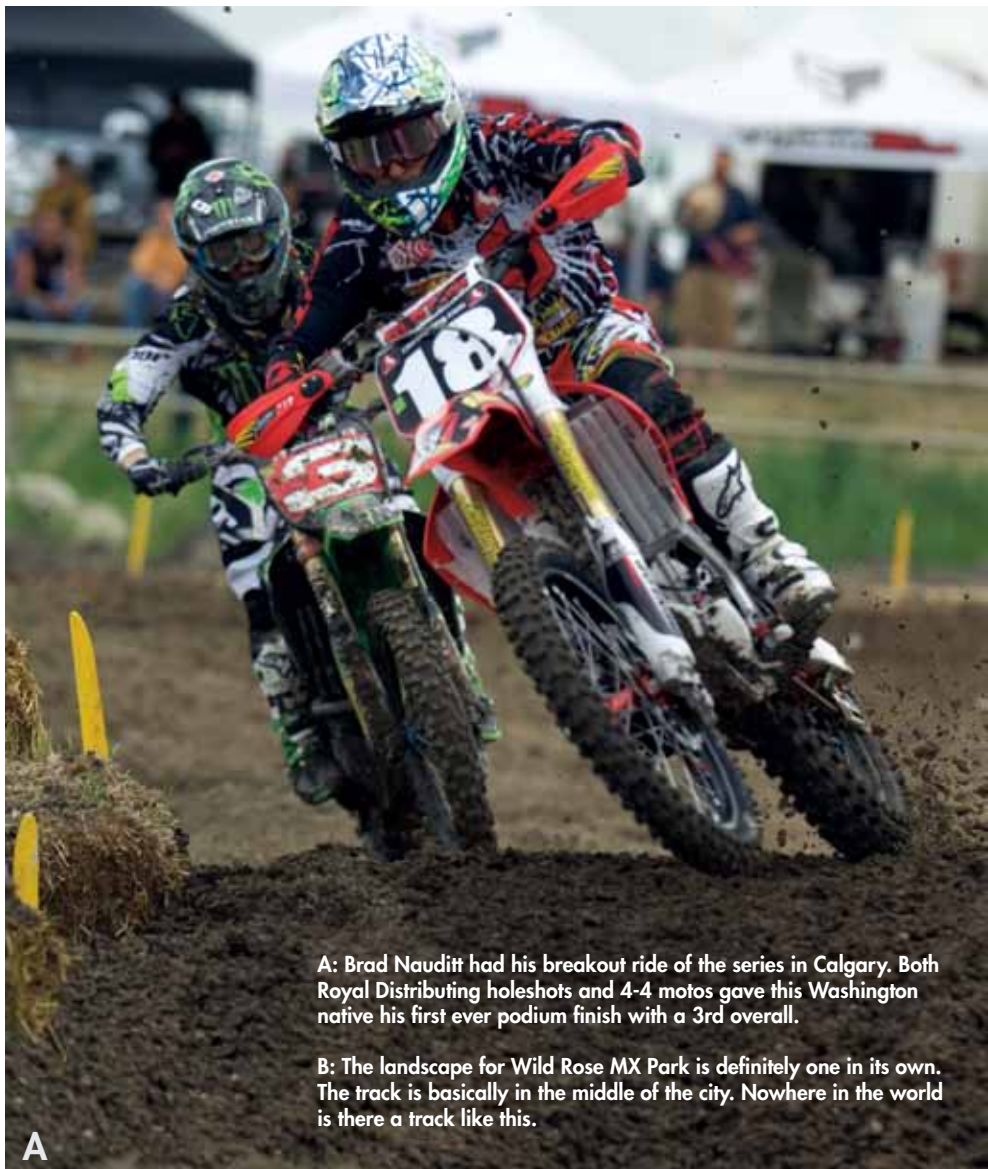






In the MX2 class, the question was if anybody could stop the beast - Monster Energy Leading Edge Kawasaki rider Teddy Maier. Once again it was Jeremy Medaglia that stepped up to the task at hand but the story stayed the same. Teddy Maier would bang out two solid motos and finish with 1-1 scores. Jeremy didn't hand it to him easily, he showed Teddy that his reign on top was going to be short lived. The tenacity and willpower that Jeremy Medaglia possesses on his Red Bull KTM Royal Distributing Fox bike while out on the track is something that any rider would love to have. This kid does not know how to quit or give up. In Calgary he gave us all a good indication that he will win very soon.

If you have never met Rockstar Yamaha OTSFF Motovan.com's Bobby Kiniry then you have surely missed out on meeting one of the most gnarly and genuine dudes in the sport. The guy is so down to earth and good to everyone around him that you wouldn't think he's the guy that becomes a super hero on a motocross bike when he throws on his helmet. Coming into Calgary, BK had been doing quite well. A few bike issues held him back from his full potential but you knew something special was going to happen when he logged the fastest lap by over 2 seconds in the qualifying practice. Team Manager Iain Hayden was up in the booth with us as we announced the times and said that when Bobby came into the mechanics area during practice to talk with his mechanic Mike Clark, all he said was how much fun he was having. When a racer is having fun then you know it's going to be a good day. You may say to yourself "your racing isn't always fun?" Well, yes, sort of. When you get to this level sometimes the track or the race isn't fun and things don't work out as planned, but when the fun factor shows it's beautiful head and things flow right, those days are usually a lot more enjoyable and the results come easier. This is exactly how it went for Bobby K. ➡



**A:** Brad Nauditt had his breakout ride of the series in Calgary. Both Royal Distributing holeshots and 4-4 motos gave this Washington native his first ever podium finish with a 3rd overall.

**B:** The landscape for Wild Rose MX Park is definitely one in its own. The track is basically in the middle of the city. Nowhere in the world is there a track like this.





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Moto one saw this titan grab a good start but he went down on the third lap. He then charged back from seventh all the way to second. He was an animal on his Yamaha, making passes in places you never thought possible. Matt Goerke once again took the moto win but the stars aligned in moto two for Bobby Kiniry. When the gate dropped, Kiniry got into the lead early after a few passes. This time it was Matt Goerke that went down who had to charge back to the front. On the line was Matt's perfect moto win streak and for Kiniry, he was trying to get his first overall since Walton in 2010. Once the race settled, Goerke made his way to the back wheel of Kiniry. It was on! There was never more than two seconds between the two but no passes were made. Kiniry stood strong while in the lead and Goerke was right there to pounce if a mistake was made. The best part of this amazing race was both riders knocked more than five seconds off their lap times from the first half of the race. On lap 11 through to the very last lap, they kept getting faster and faster. They were so much on the edge that you knew something had to happen. When the two lap board came out you could see the fire in Goerke's eyes, focused on catching Kiniry. You could also see the determination in Kiniry's eyes, there was no way he was losing this race. With a lap and a half to go, finally one of the riders cracked and it was Goerke who made the mistake, allowing Kiniry to maintain the lead to the finish. It was the best moto of the year. Sitting back and watching these two racers lay it all on the line for all the glory proves to you that this sport is so much more special than a team sport. There was nothing anybody could do for either of these riders on the track. Bobby K vs. Matt Goerke, gladiators going for the W. It was epic, and if you were in attendance then you saw the sport at its best. ➡

**A:** Jared Stock is another rider you just love to cheer for. He had his best ever day in Calgary scoring his very first top ten in moto two.

**B:** 180Decals front man Bryar Perry is a great addition from the US. He is funny, always happy and just goes with the flow.

**C:** The man of the day.








**MARIN**  
BIKES CALIFORNIA





As mentioned, the party scene is always the best in Calgary. This year may have been the best yet. Fox Canada has a new home in Calgary and they treated all of us to two amazing nights of entertainment. On Friday we visited their new warehouse for an all inclusive chug fest with great people. Then it was on to Sunday after the race where Red Bull and Fox treated the entire crew of riders, industry and fans to a night of solid memories, eh Newf?!!! Big thanks to the entire Fox Canada staff for being so generous to us all.

Cheers to Calgary and the 2012 Monster Energy Motocross National held at the Wild Rose MX Park. It will be tough to top this one!!! 

**A:** So far, local boy Keylan Meston has shown that he has good skill. He secured his best overall finish to date at Wild Rose with a 9th in MX2.

**B:** The youngest of the Allison brothers, Bryton, has made huge improvements to make the jump to Pro. It's only up from here for this young star.

**C:** SMX Schrader's Yamalube's Shawn Maffenbeier has not had the start to the season he was looking for. The Calgary crowd saw him finish 7-38. There's no doubt he will bounce back because he always works so hard.

**D:** Red Bull KTM Royal Distributing Fox rider Dusty Klatt has struggled this year. In Calgary, he led some laps and looked like the Klatt of old but small mistakes cost him. Can this guy rebound from a rocky start?







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The first time I saw the Castrol Raceway MX Track, I knew it was going to be one of my favourites. There are a couple of factors that make a decision like this, most of which revolve around whether or not I will be able to produce a good race for TV, but there are other factors. I love the colour of the dirt, I love the rolling lines, I like the fact the fans can see the majority of the track, plus the track has great jumps. Sounds like the perfect storm. We have had some great races at Castrol Raceway over the years, my favourite being the Klatt/Facciotti battle of 2009 with the big coming together at the end of the tree-line rhythm section, but the thing about this track I remember most is the speed; most likely the fastest track on the National circuit.

It had been a year since a national was held in Edmonton. Conflicts in scheduling left the Edmonton round on the shelf for 2011 as Nanaimo was re-added, but with the series moving away from Shadow Valley Raceway in Manitoba, a fourth Western round needed to be added and Castrol Raceway was once again a fixture. Edmonton is the perfect place to hold a National. The airport is minutes away from the track, there is an abundance of hotels and restaurants to support the flocks of teams and people coming in for the weekend, and the track, including amenities (maybe the nicest on the circuit), is National caliber. As you can understand, for the Series, it is important to balance the need of the title sponsor with the needs of the series, and Edmonton, as is Calgary, is the perfect blend - almost like a Supercross-type situation.

Back in the day, the series used to race the Antler Lake MX Track on the northeast end of the city. For comparison's sake, the Antler Lake track was more of a motocrosser's track: rolling elevation, bowl-type start, choice, loamy soil; all in all, a great venue. But as we progress, the series needs to look more to the Castrol Raceway-type scenario as it is about as fan friendly as a race track can be. And in this sport, attracting fans is extremely high on the list. The black soil that we see out west can be deceiving. When we arrived at the track on Friday, the soil looked about as moist and rich as any cultivated soil I had even seen. I was dying just to go out and walk around in the perceived blanket of heaven. But looks can also be deceiving. When I got out onto the track I realized quite quickly that the dirt had been tilled up quite nicely and there was obviously some moisture down below, but it was not soft and fluffy like I thought. Once again, the black colour had me second guessing. It was actually quite hard, not too hard for a big 450 to tame, but hard enough to know that there was not going to be huge line development happening. If the bikes had gone out to practice at 12:00 noon on Friday, they would have had a ball. What we weren't in store for was how quickly the wind took control of the situation, and if not for the courage of a fearless crew, the Minnow would be lost, the Minnow would be lost. ➡



Trae Franklin ripped a huge Royal Distributing Holeshot in the first MX2 moto at Castrol Raceway.



ROUND FOUR IN EDMONTON:

# CASTROL RACEWAY: WINDY, RAINY, SUNNY... AND FAST!







Saturday was an absolutely gorgeous day. The amateur turnout was excellent and the racing was shaping up nicely. I arrived just in time to settle into the staging for the final round of the Women's Western Nationals, which I think has great legs (is that a pun?) as the showcase for the amateur day of the Pro weekend. Don't get me wrong, I liked having the women race on the Pro day, but it makes for a much tougher day of production, scheduling and track maintenance. From what I saw in Edmonton, it truly has become its own entity with all the pomp and circumstance it deserves. The most important factors are being covered: a near full gate, and good racing at the front and throughout the pack. I have always been a big fan of Denaye Giroux, so the first moto on Saturday was not one to miss. As much as I would like to see Denaye or any Canadian lady win and carry the number one plate, it is all about racing and making the competition as good as it can be. Shelby Turner, a former champion herself, is ultra-fast, Rachel Springman is a like a gazelle on the bike, and now Hailey Larson has raised the bar.

Larson is a top ten American racer, and as any racer in the world knows, a top ten rider in any class from the US is going to be fast. As we are seeing in the Pro classes, it is that level of racer that is making all of the Canadians faster. Anyway, Larson dominated the Western Nationals and was deserving of her #1 plate and 2012 title. Having said that, Denaye made a statement when she won the first moto especially when you consider she was riding injured. She was recovering from a stab wound received in the first moto in Calgary and you could tell the injury was affecting her performance greatly. The breaking of Larson's win streak and to do it in such style was what was so impressive. I think what it does is renew confidence in one of our best, to keep pushing to be better, to set goals for the years to come for all of the ladies. Both of the Women's motos that day were great to watch, there were tons of fans, lots of energy and great racing right to the checkers. As most know, the track on Saturday deteriorated sharply as the day progressed. The wind and the hot sun took control and the track crew battled not only the

elements but also some mechanical difficulties in trying to maintain and manage the track. It wasn't dangerous by the end of the day, but it was dusty enough to be about as unpleasant as it could have for the amateurs. That left track bosses Matt and Brett Lee with a bit of a conundrum. The forecast for Sunday said rain, but the question was how much? If the track was to be prepped for a sunny, windy day with tons of tilling and watering, then it could become a soup bowl when and if the rains came. As those two turkeys know best, it is a delicate balance of water, tilling and grooming that makes for a perfect track. So the Lees and their crew formed a plan and went at it once the Amateur Day was done. They opted to go deep with run after run of tilling and water. This went on into the wee hours of the night. By 5:30 the next morning, the soil softened and loosened to a point where Matt was able to begin to groom the track the way he loves to, adding difficulty, flow, line choices and the best possible surface to race on. He nailed it. ➡



Denaye Giroux finally got the start she needed and took the moto win away from soon to be champion Hailey Larson.





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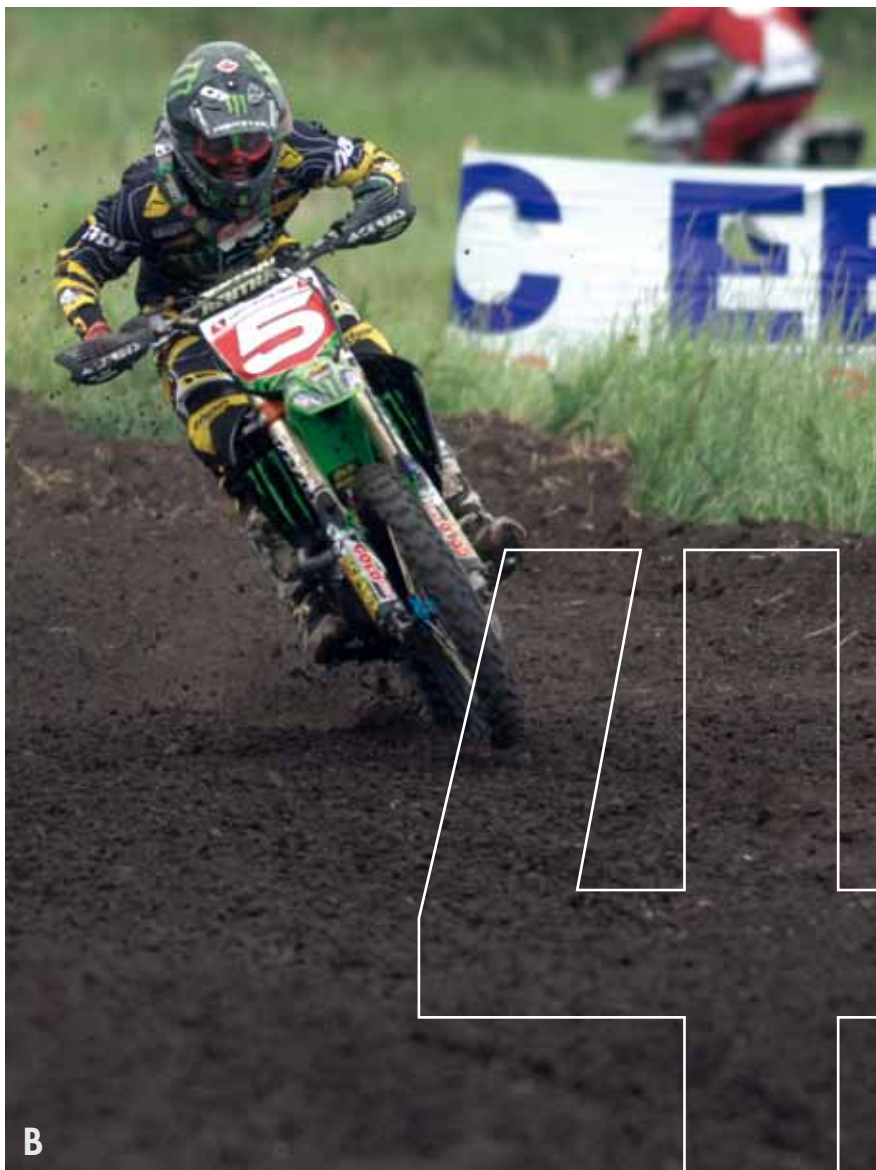


I think the first MX2 group that went out on Sunday morning at 8:00am was treated to one of the most fun tracks they may have ever ridden. The track was fast, tacky, and flowed nicely from section to section. I walked the track with my ENG cameraman Dave Lostracco looking for good spots from which to shoot the races and marveled at how well the track was looking. The banner crew had stepped it up and the race track was looking really good. We all know how the races went down. Some of us saw it live, some of us listened to it live on MXP radio. We may have caught one of the many photo reports from MXP and DMX, or maybe saw some video of the races on the web. All in all, the fans were treated to some dynamite racing up front all weekend. There was a good crowd at the race on Sunday, not the best I have seen in Edmonton, but a good, strong, enthusiastic crowd, most of which stayed through the rains of the second motos, pressing hard up against the podium as the champagne bottles were blasted off. I think the rain added an interesting development to the race track. You would have thought it would have slowed the riders down a bit, maybe it did, but they still seemed like they were tearing a strip out of the track at all times. The rain helped the corner development and kept the traction up, although it did get slick in some areas, but remember these are Pro motocrossers. They are really good at what they do, they know how to handle the elements and still navigate as fast as humanly possible, or as fast as the machine will let them.

Every round produces great stories, which is why you are reading this article, looking at the photos over and over, and conjuring up mental images of what happened. The two obvious headlines were the Trae Franklin "Holeshiioot" bomb and the second moto heroics of Zeb Dennis. Zeb may have found himself a new home with his performance on Sunday. He has always been a great racer, freestyler and maybe a partier, I don't know, but the kid has mad skills, is in shape and seems focused. If he is able to put a few more top tens together over the next few rounds, there will be a seat for him somewhere. As far as the series goes, the Monster Energy Leading Edge Kawasaki team is getting to the point where they are untouchable. ➡

**A:** Zeb Dennis had the entire crowd on their feet when he passed the champ not once but twice in the opening two laps. Look out for Zebo in the east.

**B:** Matt Goerke and Colton Facciotti have battled in nearly every moto at some point so far in the series. Goerke has had the upper hand while Facciotti was on the mend.







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Matt Goerke's speed right now is basically unmatched. When I watch him ride, I get the feeling he still has a bit more to give, if needed. Bobby K has been the only one to match his speed and fire, and I do think Bobby will make it very difficult for Goerke in the East, but let's not forget where the next round is, Gopher Dunes, and we all know what happened to an injured Goerke on that track; he went 1-1. Facciotti still has the speed and I do think the break will help him measurably. He may win a few motos yet, but barring disaster, Goerke has the MX1 Championship in his pocket.

In MX2, Teddy Maier is proving to be to be too fast, too experienced and too motivated to lose. He has only lost two motos out of eight. In both of those, he had an early moto mishap and had to work from last place up. I want to see Jeremy bang bars with him. I think he has the speed to beat Maier, just not the confidence yet. JDags knows he can win, but he needs to know he can beat Maier straight-up. Once this happens, it could be a dogfight. Both of these riders love Gopher, so we'll wait to see what happens in the sand, but right now Maier has it all going on and is steering the ship into Walton. There is no question the East will be fun to watch, especially with the addition of a few, new fast riders to throw a chip into the game.

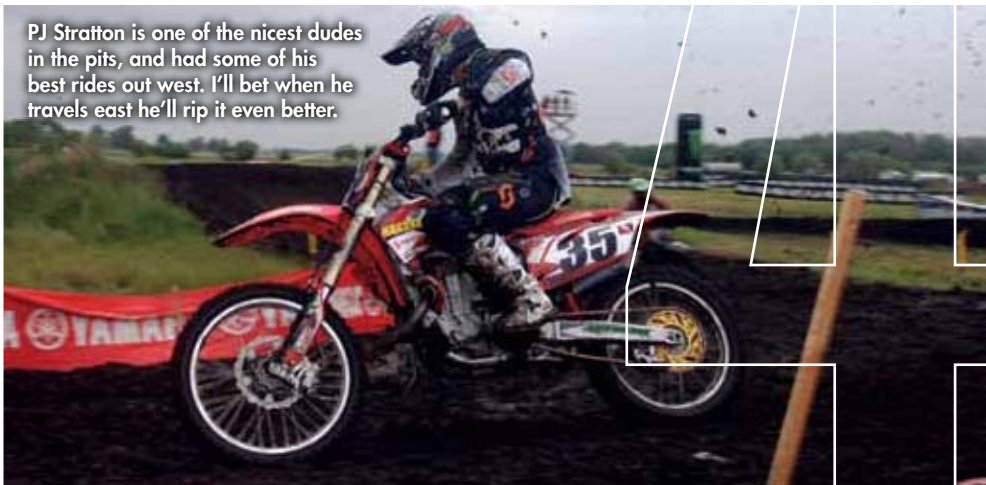
All in all, Round 4 of the 2012 Championship was a good one. There are still a few growing pains and bugs the series needs to work out, but that is the same across the board. The riders, the teams, and the series are all trying to fix and move on, getting better with each lap, each round as we make our way towards the final weekend in Walton. I hope you have enjoyed the Western Swing for 2012. We have certainly had enough rain, wind and cold to last us for the balance of the schedule. I am hoping for warm, calm, sunny days as we make our way to the East Coast and back. I look forward to seeing you at the fences. **MXA**



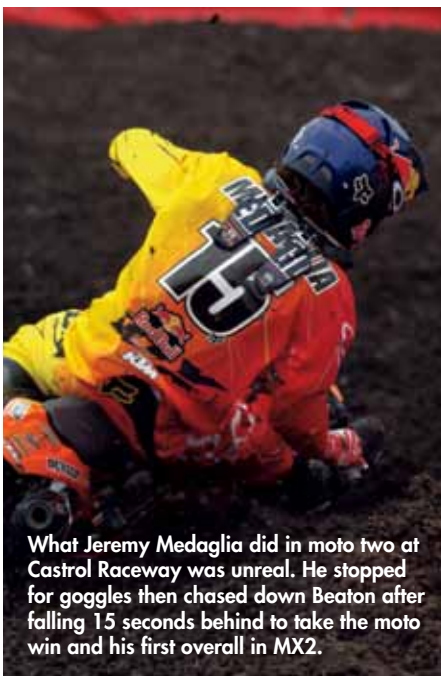
Monster Energy made some serious upgrades after the first two rounds.



Jared Petruska didn't have the best of luck at the first three rounds, and on this day it didn't get any better. He crashed huge in moto two basically writing off his KX250F.



PJ Stratton is one of the nicest dudes in the pits, and had some of his best rides out west. I'll bet when he travels east he'll rip it even better.



What Jeremy Medaglia did in moto two at Castrol Raceway was unreal. He stopped for goggles then chased down Beaton after falling 15 seconds behind to take the moto win and his first overall in MX2.



Dylan Kaelin was the shining star at the western rounds. If not for a DNF in Nanaimo and Calgary, his worst finish was an eighth in a moto. He scored 4th in Edmonton.



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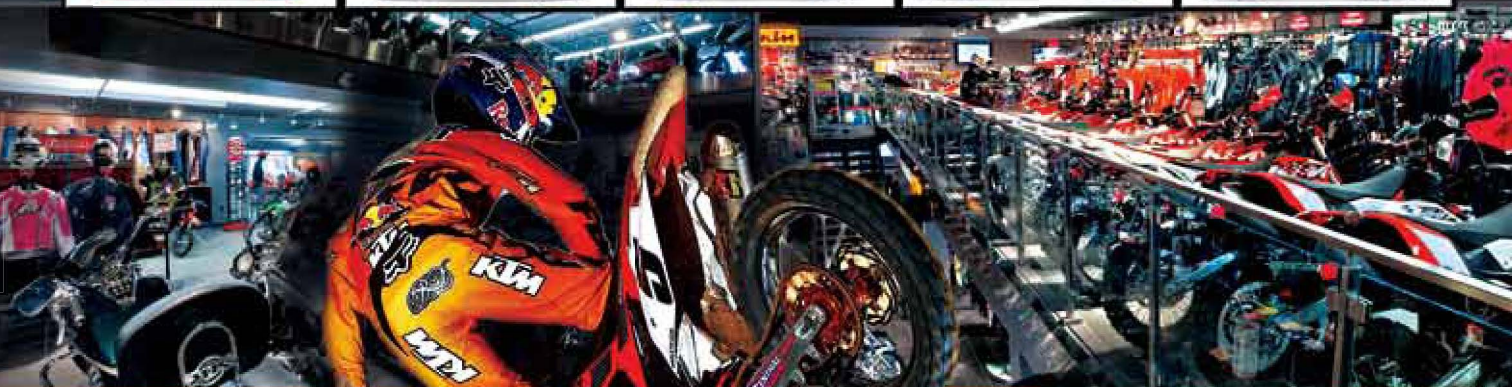
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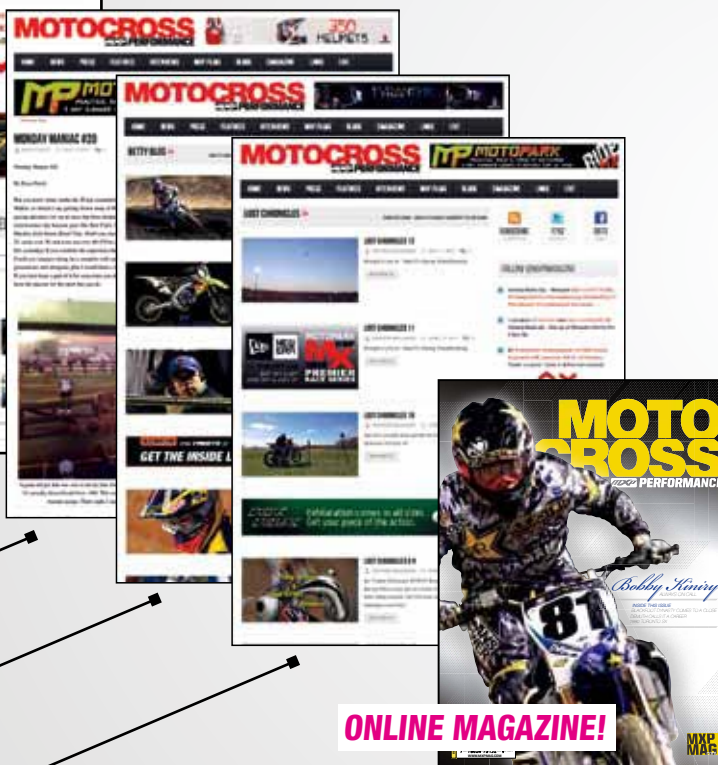


# MXP MAGAZINE LAUNCHES NEW AND IMPROVED WEBSITE!



Motocross Performance Magazine, the #1 source for Canadian Motocross, has once again stepped up by launching an all new website for fans and enthusiasts. MXP is dedicated to the sport of Motocross in Canada; proven by their new site to better reach the sport's core and bring the action right to your computer with a faster, more user-friendly website.

***"There have been a lot of hours of development invested into the new site. It's great to see we're now ready to launch," stated MXP's President, Charles Stancer. "We felt it was time to give our followers and readers a better way to access Canadian Motocross news."***



The new site offers a number of new features. If you love our print mag you will be glad to know you can now read it online, available right on the front page. All the quality blogs like Ryan Gauld's "Monday Maniac", Brett Lee's "Betty Blog", and Frankie Bellissimo's "Lost Chronicles" will continue to be posted weekly; add in the Photo Features, our Contributors, and of course the ever growing popularity of "MXPFilms".

***"Our old site was good but it was time to make a change," says Editor, Ryan Gauld. "MXP is dedicated to giving back to the sport. With programs like "MXP Leads the Way", where we donate \$1500 to assist three Canadian riders to race the Delmont round of the AMA Motocross Championships in September 2012, the "MXP Charity Event" that takes place in the fall of 2012 where money will be raised for the Injured Riders Fund, and now the new website, there is no question that MXP is here for the long haul and will do everything to help the sport grow. Be sure to check out [www.mxpmag.com](http://www.mxpmag.com) and give us your thoughts on the new look. E-mail [gauldy@mxpmag.com](mailto:gauldy@mxpmag.com)***



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In the second half of the '80s, the Supercross scene in Canada was at its peak. In 1986, there were no less than six races spread across the country to determine the overall champion. I covered all but one of the races at Exhibition Stadium and a couple races in Montréal.

At that time I was not going to as many races as I had in the past but the Toronto and Montreal Supercross races were always a must for me, as they are today.

During this time, we were also witnessing the peak performance of Ross Pederson. After his first Canadian Motocross Championship in 1980, Pederson dominated the Canadian MX scene with back-to-back MX and SX Championships in '81, '82, and '83. In 1984, they awarded individual championships for 125cc, 250cc and the 500cc class. Pederson continued to dominate, winning the 125cc and 250cc class in '84 and the 250cc and 500cc class in '85. In '86 and '87, Pederson won all three MX classes. Through all of this, Pederson held on to the Canadian Supercross title eight years in a row. In 1986, he was even awarded the CMA White Memorial Trophy (awarded to the best performing Canadian rider in all disciplines of motorcycle riding).

To say the least, it is easy to see why Ross Pederson is considered Canada's best motocross rider to date. His closest Canadian rivals were Allan Dyck, Doug Hoover, Glen Nicholson and Mike Harnden. Hoover ('85 – 125) and Harnden ('84 – 500) were the only two that interrupted Ross' string of championship titles, and seemed to be his closest and toughest competition regularly. His toughest American rivals were Jim Holley, Tom Carson and Guy Cooper who would battle with Pederson for top 10 in the American MX Nationals, and once in a while at Canadian Supercross events. ➡

Qualifier start action at Toronto in 1986 showing Darren Shuruga (4), Jeff Surwall (3), Allan Dyck (7) and John Evoy (12). The Supercross format was a little different in the '80s with Qualifiers (top 3 advance), Semi finals (top 4 to final) and Last Chance (Winner to final).





# ROSS THE DOMINATOR

## SUPERCROSS 1985 TO 1988

Story and Photos by Bill Petro





# ROSS THE DOMINATOR SX 1985 TO 1988

**1985** - Riding a Suzuki, Ross Pederson won both the Montreal and Toronto Supercrosses. With his Montreal win, Pederson tied Mark Barnett's record win streak of three in a row at the 'Big O'. It wasn't a walk in the park for Pederson as he needed a win in the semi after a slow start prevented him from transferring on to the Main in his qualifier. The final was a different story with Pederson taking the lead right away and keeping it that way right to the checkers with Hoover (Yamaha) second and American Jeff Hicks (Honda) third.

The following week in Toronto, Pederson was one point ahead of Hoover in the championship standings. Darrell Shultz and Tom Carson were the top Americans who showed up to challenge Pederson on this rainy evening. Dominating from start to finish, Pederson easily won over Hoover (Yamaha) and Dyck (Yamaha). Darrell Shultz crashed trying to catch Hoover and didn't make the podium. ➡



A



C

A: 1986 Toronto Supercross: Doug "The Sweeper" Hoover was Ross Pederson's main rival through most of the '80s. Known for his aggressive riding style, he would usually be on the podium with Ross and Allan Dyck. In 1987, he pulled it all together to win the 125 & 250 Arenacross Championships but injuries prevented him from doing well in Supercross that year.

B: 1986 Toronto Supercross: Ross Pederson showing off his new ride and look with the white and red Yamaha colours. Pederson would only campaign with Yamaha for two years before signing back with Suzuki in 1988.

C: 1987 Montreal Supercross: Allan Dyck, no longer Pederson's teammate and on a Honda, was still on Pederson's tail but could not beat him as he did in '86.



B





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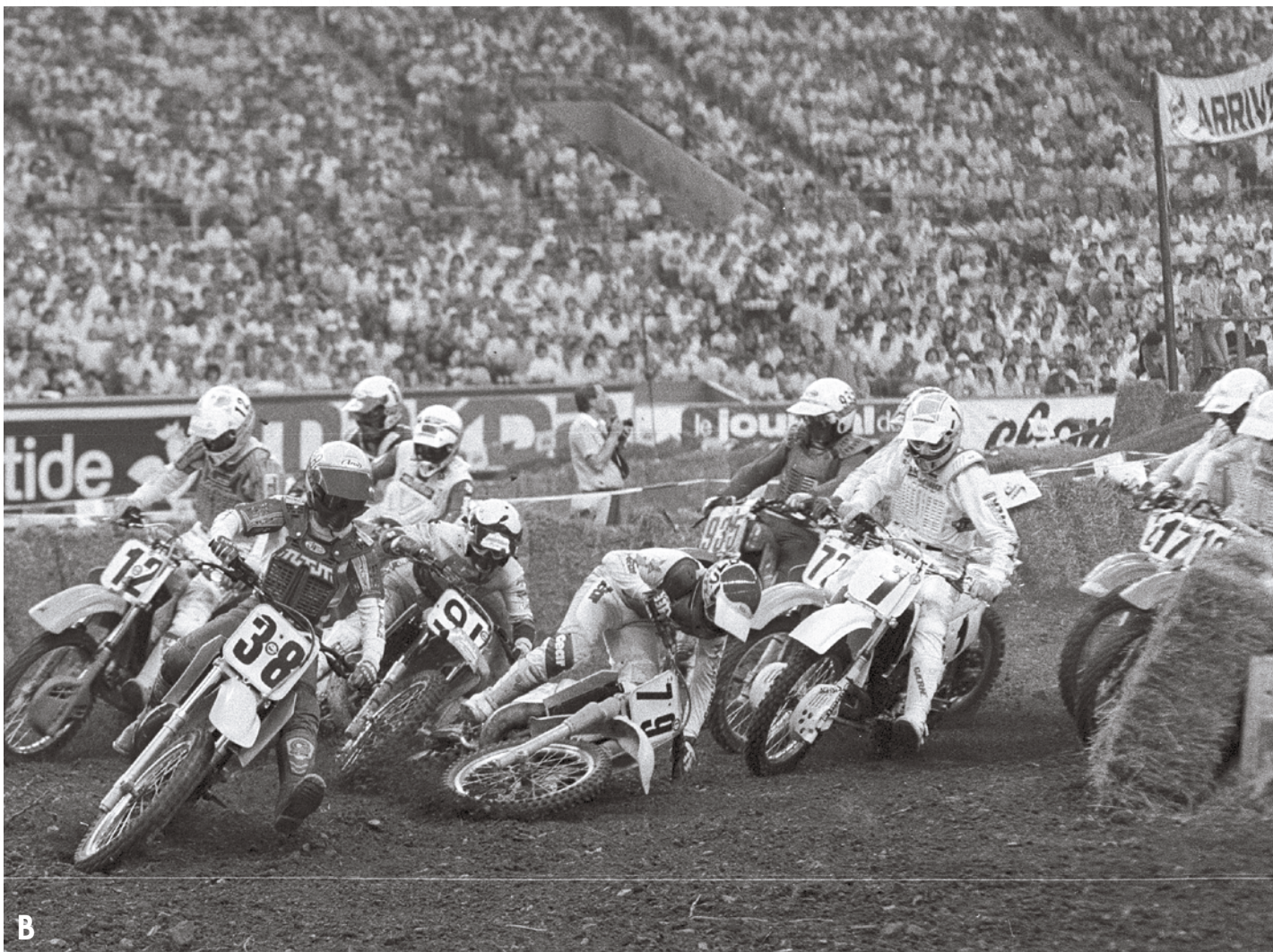
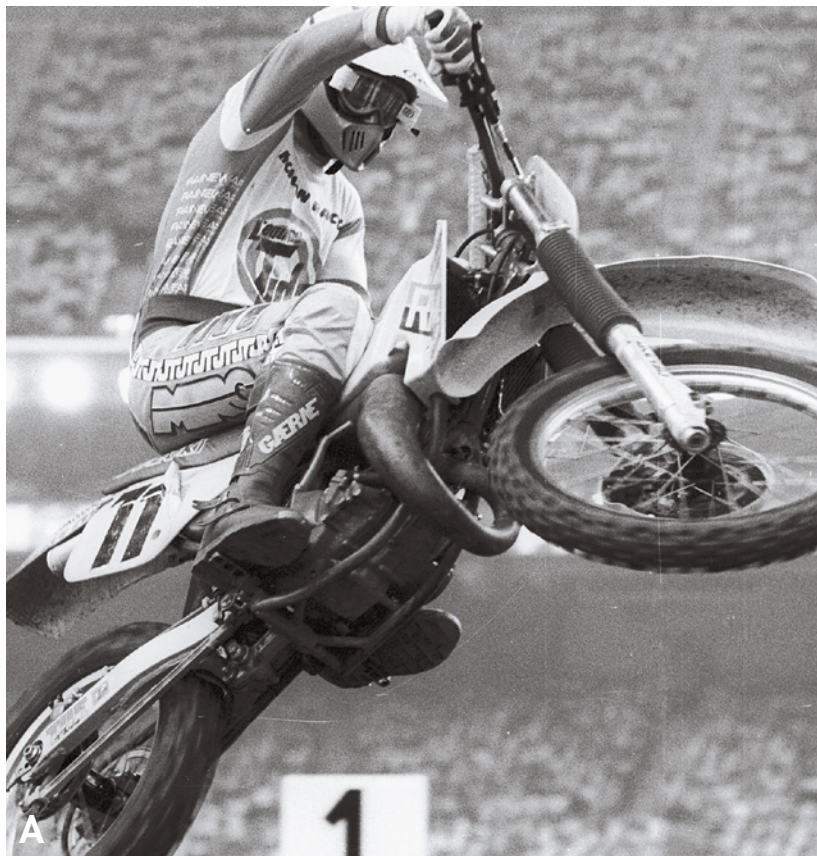
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# ROSS THE DOMINATOR SX 1985 TO 1988

**1986** - For the first time ever, Supercross enthusiasts saw their first truly Canadian Championship with five races spread across the country: Calgary, Vancouver, two nights in Montreal and Toronto. Yamaha Canada signed Ross Pederson to team up with Allan Dyck, and Doug Hoover moved to Honda. Even though Americans Tom Carson and Guy Cooper looked to be Pederson's main rivals, it was teammate Allan Dyck from Abbotsford, BC who would be Pederson's main concern. Of the five races, Pederson and Dyck finished on the podium in all with Pederson winning three and Dyck winning one, with Dyck becoming only the second Canadian to win a Supercross. Going in to the last race at Toronto, Pederson led teammate Dyck by only six points in the championship. Not being the type of person that would wait for something to happen, Pederson took complete control of the race and grabbed the lead off the start and never let an inch go. "Allan beat me in Montreal and some people were talking about a new kid on the block", said Pederson after the win. "Tonight, I let him know who was boss."







**A:** 1987 Montreal Supercross: Alan King from Troy, Michigan was a regular threat in Montreal and Toronto and was part of the very noticeable "Team Tide" in their florescent orange colours. This year was his best with a win and a third in the two Montreal races.

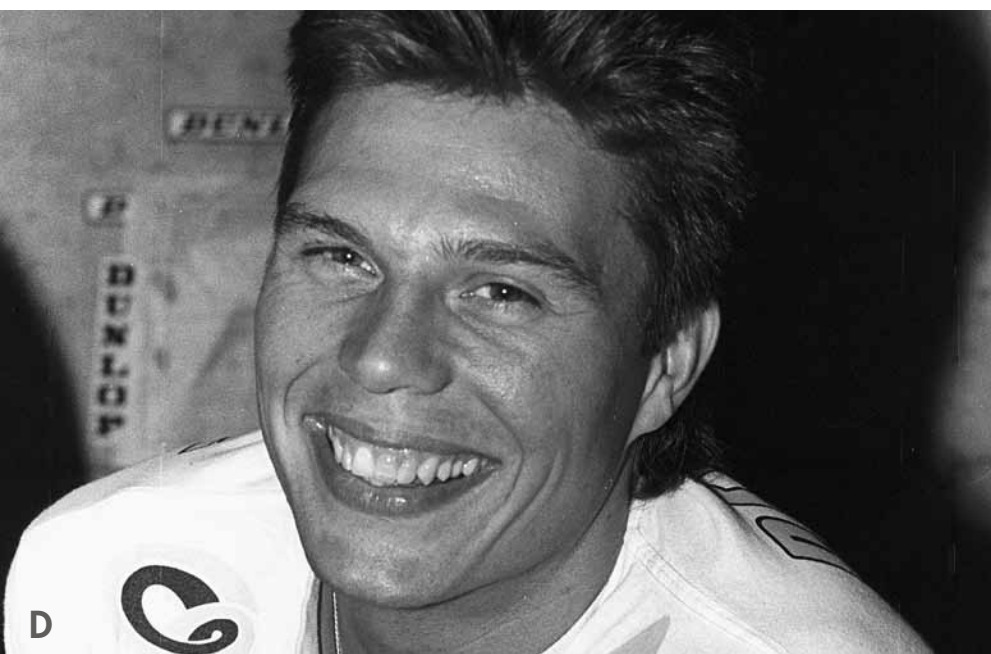
**B:** 1987 Montreal Supercross: During one of the qualifiers, it looks like Ross Pederson is just about to run over the hand of this unidentified rider (79), but in fact the next picture (we did not have fast motordrives then) shows Pederson around the hay bail and on the gas.

**C:** 1987 Montreal Supercross: After being beaten by Alan King the first night in Montreal, Pederson would be driven to push even harder the next night ensuring a win. A young Pat Gonsalves reads the mic for his interview with the "RollerBall".

**D:** Ross Pederson's smiley face is one everybody will remember, but once on the track the smile was gone and the serious side of Ross would take over. After the race, if he managed a win, it would be back even bigger.

**1987** - Back to a three race championship, two nights in Montreal, back to back, and one in Toronto; Ross Pederson made it perfectly clear what his intentions were. In the first Montreal round, Pederson built a sizable lead on his Yamaha before clipping a hay bail and crashing. He worked his way back up to second behind eventual winner Alan King of Michigan on a Suzuki, while Andy Stacy from New York placed third on a Honda. The next night, Pederson was not going to take any chances, taking the holeshot right away and never letting up. Allan Dyck and Alan King rounded out the podium.


**1988** - With a broken foot suffered at a race in California earlier in the year, Pederson, who was now back on a Suzuki after two years with Yamaha, struggled to keep his winning form. Managing three second place finishes was still enough to win the Canadian Championship. With three different winners, Pederson's consistency paid off. Jim Holley (Yamaha), who had chased Pederson for years, was right on the money at the first night of racing in Montreal, beating Pederson with Allan Dyck (Honda) right behind. ➡





# ROSS THE DOMINATOR SX 1985 TO 1988

The second night in Montreal saw American Fred Andrews (Suzuki) take the win ahead of Pederson and another American, Jeff Hicks (Honda). The next week in Toronto saw another unknown take the win. This time it was Amateur Damon Bradshaw, a 15-year-old Yamaha Support rider from Charlotte, NC who surprised the crowd by easily winning ahead of Pederson. During the media day, Ross roosted Damon as a sign of “this is my turf, kid” so Damon came back out and flew further than anyone off the big jump but bent his forks in the process. His Dad made a call to Yamaha US and a set of tuned forks were on their way as carry-on baggage with Jim Holley in time for the main event on Saturday. In the final, Kevin Moore took the holeshot and the lead ahead of Mike Harnden. Pederson got a bad start and it looked like he ran into someone on that first lap. Bradshaw found himself fighting traffic on those first few laps but at about the halfway mark, he passed Moore for the lead and never looked back. Pederson fought his way back up to second, but while busy fending off Holley and Hicks, he couldn’t catch Bradshaw. That was okay because with that second, Pederson would win his 8th consecutive Canadian Supercross title.

This closes a chapter of Canadian Supercross racing as it was the last race held at Exhibition Stadium in Toronto. In 1989, the Toronto race would be held at the new “SkyDome”. 



**A:** 1987 Toronto Supercross: Having to fight his way from the middle of the pack after a bad start, Ross Pederson carves his way past Mike Harnden (68) in the thick, sticky mud. At least the rain held up for the final.

**B:** Ross Pederson hams it up for the crowd at one of the Arenacross events in 1987.

**C:** 1987 Toronto Supercross: At the start of the final, Ross Pederson (1) gets pushed out of the fast, inside line by American Tom Carson (69). Carl Vaillancourt (7) finds a fast line on the outside while Kevin Moore (12) gets sucked in to one of the muddy ruts on the inside. Pederson would eventually win this muddy battle.





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Fancy Schmancy! Kawasaki did it up right for the opening night reception.

I always thought that was a cool song lyric. Although I never really gave it a whole lot of thought, I assumed it had something to do with Chris Cornell's feelings of depression. You know, the kind of depression that comes from being a big, fancy rock star and all, yet not feeling like you are personally living up to all of the hype that surrounds you. It kind of gives the fine State of Minnesota a bad rap, but nonetheless I've always thought it was clever and that the song "Outshined" was one of the band's best tunes. What does any of this have to do with motocross you may be wondering? Let me explain.

It was just a normal morning at the office; a Tuesday, I believe. I was sipping my coffee and checking a few emails, which is code for surfing moto sites on the web, when my assistant buzzed me and informed me that there was a Ryan Gauld waiting on the line for me. Gauldy? Why was he calling me, I wondered? He never calls me. I pressed the flashing button and the conversation went something like this.

"Gauldy, what's up?" I inquire. "Hey, how would you like to go to Minnesota and test ride the 2013 Kawi 250Fs for a couple days in the first week of June?" "Uhhhh", is about all I can come up with at this point but Gauldy continues. "Yeah, Emig will be there, and a bunch of guys from the US mags. Kawasaki will be taking care of everything. It should be good. You in?" Gauldy doesn't beat around the bush; he likes to get right to the point. "Am I in?" I reply. "Are you kidding me, of course I'm in!" And so, the die had been cast. Ryan, Chris Pomeroy and myself would be flying into Minneapolis on Monday, June 4th and would continue on to Rochester, Minnesota (home of the world renowned Mayo Clinic) where we would stay for three days, two of which would be spent at the fabulous Spring Creek MX Park facility putting the awesome new KXs through their paces. As representatives of MXP, the three of us and Jeff Comello from Canadian Kawasaki Motors were the only Canadians invited to this shindig. Of course all the big American publications like Motocross Action, RacerX, Transworld and Dirt Rider had people there as well. ➡





*"I'm looking California but feeling Minnesota."*  
*Chris Cornell - Soundgarden*

# FEELING MINNESOTA



By Mike McGill



The new KX 250F arrived on  
the scene - Vegas style.



# FEELING MINNESOTA

Upon my arrival at the Minneapolis airport, I was met immediately by Jeff from Kawasaki. I flew in solo from Detroit as Gaudy and Palms were out west at the CMRC National in Nanaimo; Jeff came in from Toronto. After grabbing my gear bag we headed for the ground transportation area where we were met by one of those limo guys holding the sign, which is something I was hoping was going to happen. To make it even better, his sign was actually a pit board with Kawasaki written on it. Classic! It's about an hour and a half from Minneapolis to Rochester so Jeff and I, who I had never met before, had plenty of time to get acquainted. We soon discovered that we had lots of mutual friends; more from the road racing side of things than motocross. We yakked it up all the way to the hotel. After a lightning quick check-in we made our way to the opening night reception and technical briefing, which was being held at some place that is obviously very popular for rich people to get married. In fact, you may

have easily mistaken the set-up for a wedding reception had there not been an extremely impressive display of about ten Kawasaki National Championship-winning bikes set up around the outdoor bar area; bikes that had once been piloted to victory in years gone by, by guys like Jeff Ward, Mike Kiedrowski, Ricky Carmichael, James Stewart, Ivan Tedesco and Dean Wilson. All the tables had replica number plates from past Kawasaki Champions sitting on them. It was fun trying to guess who they belonged to without checking the names. The bar was open, the Monster girls were in the house, and everyone started hanging out and talking moto. It was a little surprising to me but a lot of the US guys were very interested in hearing about what was going on with the Canadian Nationals, and Gaudy was happy to bring them up to speed. After dinner, Jeff Emig and Destry Abbott gave a brief technical talk on the new bike. Fro was very excited about the new downdraft style intake, which allows for a

more direct route to the combustion chamber allowing for more efficient cylinder filling and hence more power. He mentioned that Mitch Payton was quite taken with this new feature as well. He also raved about the new, softer and longer grips... more on that later. Destry was pumped on the redesigned chassis and handling features, and the technical guys from Kawasaki were singing the praises of the motor, which boasted a new cylinder head housing and a newly designed higher compression piston (I was told by the Kawasaki engineers will still run perfectly on 91 octane pump gas), and a new pipe that looks a lot like an FMF or Pro Circuit system. The silencer is big and looks more like it belongs on the 450 rather than the 250F. One thing that I noticed and immediately thought was a big improvement to the looks of the new bike was the new clutch cover. The old black ones looked great on the showroom floor but got really ratty looking after exactly one ride. The new ones will hold up a lot better. ➡



The new clutch cover is a big improvement in the looks department.



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# FEELING MINNESOTA



When we got to the track our bikes were all ready to go.



Here I am getting used to the new machine.



**Day 2** - we ride. The bus showed up to transport us to the track at 7:00 am. Pretty damn early but nobody was late. Everyone was eager to get out and start rippin'. We arrived at the Spring Creek MX Park facility after about a half hour ride through some picturesque Minnesota farmland. And speaking of picturesque, wow! What a great facility. The track looked mint and the factory Kawasaki rig sat there before us shining in the early morning sunlight. Twenty brand-spanking new KX 250Fs lined up under the awning. As I was introduced to my bike and my mechanic, Brett, I was having a hard time keeping the smile off my face.



Made famous by Chad Reed's big get-off at last year's National, the Chad-a-pult is now one of the most famous/infamous landmarks in American Motocross.

We suited up and the sound of bikes began to fill the air as one by one, riders started filing out onto the track. As some of the guys started circulating at speed, the first thing that really struck me was the sound these bikes were producing, or maybe I should say the bark. These bikes did not sound like 250Fs to me. I heard a few other guys mention the same thing. My mechanic (I love being able to say this by the way) set my ride height and sag, plus we adjusted my levers. I was ready to go. One thing I should mention is that my 250F resume is a very slender one indeed. I've had very little experience with the smaller machines. My preconceived notions of this bike were that it would feel light and maneuverable but probably would be noticeably

down on power, especially when compared to my CRF450. Immediately, I was impressed by how snappy and responsive the motor felt. As I started to cut some laps around Spring Creek MX, I was equally impressed with the strength of the power-plant all through its range. Spring Creek has some major elevation changes that you just can't appreciate when seeing the race on television. The 250F however was pulling my 190lb frame up these big, nasty hills with ease. The newly designed Dunlop MX51Js were hooking up really well, which also surprised me a bit as I had judged them to be more of an intermediate tire. Spring Creek is downright sandy in spots but no problem, the tires worked great. I checked the rears out on a bunch of the bikes after the two

days of hard riding and there was very little sign of wear on any of them either. Good job Dunlop on the new hoops; only available on the new KX 250F and through your Kawasaki dealer. We pounded a lot of laps and put about six hours on the bike on the first day. I couldn't imagine a better day of riding; maybe if there were some ice cold beers on the bus on the ride back to the hotel. Wait a minute. Is that a cooler I see? These people from Kawasaki think of everything. After we cleaned up and par-took in a couple cocktails, it was off to dinner where Gaudy and Palms had me rolling with some great moto road trip stories. After dinner, Fro held court and regaled us with some MX des Nations tales that were definitely worth the price of admission.



Fro still has plenty of speed and style. One of my all-time favourite riders, it was pretty cool getting the chance to hang out and ride with him for a couple days. Here he is modelling the new Shift Retro Gear.


The weather forecast for day two wasn't good. It was supposed to rain but thankfully the moto Gods smiled on us. We arrived at Spring Creek and were greeted by yet another beautiful day. The track workers had obviously been busy overnight. Some sections of the course had been tilled up very deeply and as the first few riders hit the track, even some top pros were paddling through sections. It didn't take long for the circuit to start setting up so we geared up and prepared to hit it. The softer conditions definitely changed the handling characteristics of the bike. Gaudy took it out first but pulled back in after only a few laps. He felt that the front end was packing due to the softer conditions. Our mechanic, Brett, stiffened up the front end and Ryan felt like it worked a lot better for him like that. I, on the other hand, found the change in settings to be too stiff for me and I couldn't get the thing to corner at all. ➡



# FEELING MINNESOTA

Every time I would lay it into a rutted corner section it would pop right back out again. Our tech softened it a bit for me and it worked way better after that. One thing that I have always wanted over the course of my MX career was to have someone who really knew what they were doing to set up a bike for me. I've never even had someone wash my bike for me at the races let alone have an actual mechanic. This experience with Kawasaki provided me with that opportunity as we had a factory mechanic at our disposal to tweak anything on the bike that we wanted. The only problem was that the bike seemed so good to me that I didn't really want the guy to change anything. We decided to play around a bit with the new DFI Coupler Caps. The bike comes with three easy to change, colour coded map selector couplers that are designed to deliver the rider optimum power delivery based on different track conditions. After trying all three we settled on the more aggressive white coupler. And you really could feel a difference to the style of power delivery when changing a coupler. The track, on day two, was even better than on day one and we continued to pile the laps on the KX. I noticed that ours was the only bike that had the rad shroud graphics peel off. The professional photographer that Kawasaki provided to us to help with photos didn't like this one bit. I didn't blame him as it made the bike look pretty bad. Gauldy blamed my boney old knees and he was probably right. Between dropping the bike off from one ride and jumping back on it for another, the graphics had magically been replaced. In keeping with this theme, I have to say how impressed I was by all of the people from Kawasaki; they were absolutely on top of everything at all times. While I realize that it was part of their jobs to show us a good time, I believe they went above and beyond in terms of their friendliness, cheery demeanour and hospitality.

After two solid days of riding, our bodies were a little sore but our thoughts on the bike remained positive. In my opinion this 250F is a rocket ship. If put in the hands of any serious racer, the bike could do some damage with little, if any, aftermarket mods. In fact, I felt that the motor on this bike was so good that I could feel confident about pulling holeshots in my Vet class races against 450s. One thing I have to say though is that even while the new Kawasaki apparently has longer and softer grips than in previous years, they are still lethal. I don't care what Fro says, my hands, along with almost everyone else's, were hamburger by the end of day two and some of these guys ride almost every day. You might want to think about throwing some of your favourite aftermarket grips on; really a small thing but your hands will thank you.

Well, this adventure was pretty much over, and what an adventure it was. The fine folks from Kawasaki took us all out for another great dinner, and since we didn't have to ride the next day, everyone had a few drinks. The party was well and truly on. You know everyone has a story and motocrossers have some of the most interesting ones of all. I have been riding dirt bikes for a long time now and I can honestly say this week was without a doubt one of the highlights of my moto career. I was definitely "Feeling Minnesota". 

Gauldy sure can ride a dirt cycle. He was the first one to jump the Chad-a-pult and I heard more than one of the SoCal boys comment on how fast he was.



Can you say style? Palms has always had plenty of it. Here he demonstrates some sweet cornering technique. I've never really hung around with Chris before this week. He's a super laid back, friendly guy.



She's a beauty! The 2013 KX 250F is a total package. It's got the looks and backs it up with performance. A big thumbs up from this reviewer.



Team Canada - The MXP Crew: Ryan Gauld, Chris Pomeroy and I getting ready for our photo shoot.



# PRECISION FITMENT UNPARALLELED PERFORMANCE UNCOMPROMISED **PRICE**



## INDUSTRY'S BEST 2-STROKE PISTON, **PERIOD!**

Vertex 2-stroke pistons are the difference between crushing the competition and getting beaten. Cast to take on the roughest riders, give your engine the piston it deserves.

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**EXPOSED** DREAMY - Being a part of the media definitely has its perks. When MXP got the call to go to Millville, Minnesota for the all-new 2013 KX250F launch, it was tough to say no. Treated like factory stars, Mike McGill and I were able to attend, and as you can see in this picture it was a magical time. The only things missing are fairies, a sorcerer, and some elves running around; it could have been a Disney production. Thanks to Canadian Kawasaki Motors for the amazing time.

.....

Photo by Kawasaki USA













**EXPOSED** **CHANCE OF A LIFETIME** - For those who don't know Mike McGill, here is a quick update: he loves motocross, has been racing and hanging at the track since he was a kid. Once in a while, he helps MXP with some sick retro look backs. So when this opportunity came up for MXP, we gave Mike a call to offer this trip as a payback for the efforts he has made. He jumped at the opportunity, and as seen here, showed us this guy has some skill too. Thanks Mike for all your help and support. I'm betting you'll be buying a KX250F in 2013 after this, right?

.....

Photo by Kawasaki USA











**EXPOSED** **PARKER ALLISON** - Parker has always seemed to come up a bit short in racing behind twin brother Jared. They always seem to find each other on the track but if you went by stats, Jared would have the upper hand. I will say this: Parker never seems to let it bug him or stop his desire. Both kids have amazing talent and I truly believe Parker will hit the box by year's end in MX2. That would make the first ever twin/podium combo in the history of this sport.

.....  
Photo by David Pinkman









**EXPOSED** **WOMEN'S NATIONALS – WOW!** - It was agreed upon by the entire crew of the Monster Energy Motocross Nationals that the Women's class would get moved to amateur day, giving the girls the spotlight. Kamloops was the opening round for the Women. It was a good showing and great racing. Once the series rolled to Calgary, we got to see the class at its best. Forty girls lined up for both motos showing that it was a good move to make them the big show on Amateur Day. No egos in this class, just pure drive from each of them to make the class grow.

.....  
Photo by MXP staff





## EXPOSED

**WELCOME BACK!!** - To say that Gavin Gracyk has had some ups and downs in his career/life would be somewhat of an understatement. The dude has been on a rollercoaster in his personal and racing life. It looks like that is all in the past now. He is back riding and doing it all with a big smile on his face (not as big as his wife's though) under the Redemption Racing tent. Canada is pleased to have this friendly Yankee back at the track where he belongs.

.....

Photo by David Pinkman



ORIGINATORS  
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20

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# buyersguide



## SMITH OPTICS TEAM HAT **\$32.00**

Colours – Heather black / Charcoal,  
Sizing – S/M, L/XL



## SMITH OPTICS BADLANDS PULLOVER MEN'S HOODY **\$60.00**

Colour – Black, Sizing – Small - XXL  
Features – Pullover Hoody, Classic fit, 8/20 Cotton/Poly



## SMITH OPTICS LELIA WOMEN'S TEE **\$35.00**

Colour - Gunmetal Heather, Heather Violet  
Sizing - Small to XLarge  
Features - 80/20 cotton/ Poly, Modern fit, V-neck



## SMITH OPTICS MEN'S MISSION TEE **\$25.00**

Colours – Black, White  
Sizing - Small to XLarge  
Features - Classic fit, 100% cotton



## SCOTT LYRIC SUNGLASSES **\$119.95**

Colours: Red / Blue  
Additional colours: Black, Tortoise, Yellow/  
Teal, Black Soft Touch, White Soft Touch  
Lens options: Red chrome, Polarized brown,  
Grey silver chrome, grey



## SCOTT OCTAVE SUNGLASSES **\$99.95**

Colors: Groove Brown  
Additional colours: Black, White Surreal, Black  
Liberty, Horn, Purple Translucent  
Lens options: Polarized Grey, Grey, Grey  
gradient, Brown gradient, Brown



## SCOTT COBAIN JACKET **\$149.95**

Colors: Burgundy, Additional colours: Cypress Green plaid, Navy Denim





# buyersguide



## SCOTT WINDDRIFT HOODY \$99.95

Colors: Grass. Additional colours: Black, Vapor, Velvet, Ink



## SCOTT ERIDE GRIP 2 SHOES \$139.95

Lime Green/ Red

Additional colours: Men's Black/ Green,  
Women's Grey/ Blue



## SCOTT MK4 SHOES \$154.95

Colors: Blue/ Red (Shown)

Additional colours: Women's Blue/ Pink



## SCOTT STREET BACKPACK \$109.95

Colours: Black/ White

### Features:

- High Strength Polyester
- Storage Compartment for everything
- Front compression strap
- Hip Adjuster straps
- Volume 15L



## SCOTT SKYWAY WOMEN'S HOODY \$109.95

Colours: Violet/ Cypress/ Sulphur (Shown)

Additional colours: Black, Burt Burgundy/ Burgundy,  
Cobalt/ Sulphur/ White, Violet



## SCOTT SCREENED T \$29.95

Colors: Teal (Shown)

Additional colours: Black, Green, Red,  
Orange, White





# buyersguide



## ONE INDUSTRIES T-SHIRT: XRAY \$29.99

Regular fit. Available in white, red and black



## ONE INDUSTRIES T-SHIRT: CLOUDY \$29.99

Regular fit.



## ONE INDUSTRIES WOMEN'S T-SHIRT: WARRIOR \$29.99

Regular fit. Available in heater grey, white and purple



## ANSWER T-SHIRT: ZIG-ZAG \$35.99

Regular fit

Available in Red and Black

Available Black Junior



## ANSWER WOMEN'S HOODY: STACKED \$84.99

Grey Hoody



## MSR T-SHIRT: ALLSTAR ROCKSTAR COLLECTION \$33.99

For a XXL the price is \$35.99



## UNIT SPIN BOARDSHORTS

22" Leg Boardshort

100% Polyester Microfibre

Sublimated multi-panel logo print,

branded draw cord



## TEES

100% Cotton Tees - 180 GSM

light plastisol & HD prints

branded woven labels



Carbon T



Seduce T



Milkshake T



Stunt T



Trails T



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PERFORMANCE FILTERS

**EBC**  
BRAKES

**FOX**

**HINDLE**





# buyersguide



## TILT MEN'S CARGO SHORTS - KHAKI & BLACK \$54.95

100% cotton, welted seams, zippered pocket, embroidered logo.



## SPIRAL JACKET \$84.95

Water resistant, polyester with zip chest pocket and sublimated graphic



## DRAGON SUNGLASSES MODEL: DOMO

**\$109.95-\$159.95**

Grilamid Frame Material  
Multi-base polycarbonate shield lens  
5 Barrel Stainless Steel Hinge  
100% UV protection  
Large Fit  
Variety of colours available



## DRAGON SUNGLASSES MODEL: CALACA

**\$99.95-\$134.95**

Grilamid Frame material  
8 x 4 Toric Polycarbonate Lens  
5 Barrel Stainless Steel Hinge  
Available in Polarized  
100% UV protection  
Medium Fit  
Variety of colours available



## DRAGON SUNGLASSES MODEL: THE JAM

**\$109.95-\$159.95**

Grilamid Frame Material  
6 Base Polycarbonate Lens  
5 Barrel Stainless Steel Hinge  
100% UV Protection  
Variety of colours available  
Large Fit



## FLY CASUAL WEAR MODEL:

### REVERSE-A-BILLY HOODY \$89.95

Heavyweight Construction  
Full-Zip Front  
Reversible style, both sides have full printed graphics and applied chest logos  
Standard draw-string adjustable hood  
One side has internal style pockets, reverse side traditional kangaroo style pockets  
Colours: Wild and Black/White  
Sizing: Youth S/M, LG/XL Adult Small-2XL





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my name is  
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GAMMA SALES  
WWW.GAMMASALES.COM

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## FLY CASUAL WEAR MODEL:

### F-STAR HAT \$34.95

Flat Brim

Genuine Flexfit® – allows for comfortable fit

Sizing: S/M and LG/XL

Colours: Blue, Black, Black/Purple, Grey/Orange



## FLY CASUAL WEAR MODEL:

### BLOCK PARTY TEE \$29.95-\$32.95

Fly Original Design

Premium Fit

Colours: Black, White, Turquoise

**HELLO**  
my name is  
**FOX RACING PRODUCTS**  
WWW.FOXRACING.COM



### FLIGHT B-BALL TANK \$39.50

100% polyester Mesh

Sublimated graphics all-over

Moto inspired



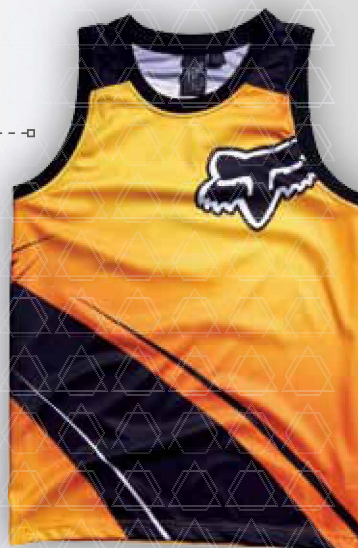
### ENTERPRIZE B-BALL TANK \$39.50

100% polyester mesh

Sublimated graphic print all-over

Moto inspired

Available in: Black, Red, Green



### ESSEX SOLID SHORTS \$42.50

60% cotton/40% poly

Zipper fly w/22" out seam

Small logo trim embroidery





# buyersguide

HELLO  
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FOX RACING PRODUCTS  
WWW.FOXRACING.COM



## OUTFOXED POLO \$38.50

60% cotton/40% poly

150Gm

Reverse chest pocket

Small logo trim details



## HYDROPLANE SHORT \$65.00

For the days when you are going to do it all. Fox Hydro Series Shorts are designed to look like a walk short but function like a board short. Constructed using technical performance boardshort fabrics, they dry fast yet they are styled for wearing around town, with pockets. Part of the Fox Tech Family



## SHOW HIDE TECH TEE \$29.50

Dries four times faster than cotton  
Ultra-Violet Protection rating of 22  
Skin temperature reduction keeps you up to 6 degrees cooler.

The built in Fresh Guard® won't retain body odour, is chemical-free and eco-friendly.

Soft, natural fibre hand for superior comfort.



## SLAMBOZO CARGO SHORT \$59.95

100% Cotton brushed canvas

Small logo trim details and embroidery

Available in: Charcoal Camo, Vintage White, Black, Gunmetal, Light Grey, Dark Khaki





# buyersguide

HELLO  
my name is

TROY LEE DESIGNS  
1 877 866 2275  
TROYLEEDESIGNS.CA



*Troy Lee Designs*

## CAFÉ LEATHER JACKET - \$499.95

100% sheep leather with 100% cotton jersey lining, Motorcycle jacket styling, Zippered cuffs/pockets. Available in black - Sizes S-XXL

*Troy Lee Designs*

## LEGEND SWEATER - \$109.95

100% cotton 7g knit with 100% poplin elbow patch detail. Zipper front closure, Front cargo pockets, Race jacket-style collar, Woven label. Available in black, Sizes S-XXL



*Troy Lee Designs*

## PERFECTION TEE - \$29.95

100% ringspun cotton, Regular fit, Waterbase front graphics, Woven pinch label @ sleeve, Available black, white and yellow, Sizes S-XXL

*Troy Lee Designs*

## SE PRO HAT - \$39.95

New Era 9-Fifty Snapback, Jersey mesh front panels, Raised embroidery shield logo, One size fits all



## ALPINESTARS BELTS

Glosser Belt \$27.95

Ostrich Belt \$27.95

A selection of Alpinestars belts is available in various price ranges.



## ALPINESTARS WALLET \$21.95

Raw Wallet

Logo Fader Wallet

Big League Wallet

A selection of Alpinestars wallets is available in various price ranges.



## ALPINESTARS MEN'S RIVAL BOARD SHORTS

(RED OR TEAL) \$64.95

2 way stretch, 94% polyester, 6% elastane, 21" outseam

HELLO  
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ALPINESTARS & THOR  
PARTS CANADA  
WWW.PARTSCANADA.COM





# buyersguide



## ALPINESTARS TOMAHAWK SLIM T \$28.95

100% COTTON (BLACK, WHITE, BLUE, YELLOW, OR PLATINUM)



## THOR BEANIE \$16.95

Acrylic visor beanie with embroidered logo - one size.



## LAVA TANK TOP (BLACK OR TEAL) \$27.95

## FELINE SCOOP NECK T

(BLACK/PURPLE OR WHITE/GREEN) \$28.95

100% preshrunk combed cotton. Screen printed graphic.



## SLAM SPIRAL BACK PACK \$39.95

Durable, scratch resistant, PVC base. Air-mesh shoulder straps and back panel. Micro-fleece laptop section and separate mp3 pouch with headphone grommet.



## FMF MOD TEE \$23.00

Black, Red, White, Yellow S-XXL. Cotton short-sleeve tee with front oversized screen.



## FMF MILLY TEE \$30.00

Black, S-XXL, Cotton short-sleeve tee with front oversized screen.



## FMF STATION ADJUSTABLE HAT \$28.00

Black, Royal OS, Flexfit Snapback hat with woven patch logo and back logo embroidery.



## FMF TANKED FITTED HAT \$28.00

Black, White, S/M, L/XL, Flexfit X Fit hat with puff embroidery logo and back logo embroidery.



## PHEONIX WOVEN SHIRT \$52.00

Red, White, S-XXL, Short sleeve poplin yarn dye plaid woven shirt with front left chest pocket, woven label at pocket and logo embroidery at back yoke.



## FMF ARCADE TANK \$52.00

Red, Smoke, S-XXL, Sleeveless mesh jersey with all over sublimated gradient print on body, contrast side panel stripes, and applique logo on center front chest.





AUSTIN POLITELLI  
[Team Monster Energy Leading Edge Kawasaki]



# 520MXR1

## WORKS RACING CHAIN:

FEATURES TRIPLESTAR TREATED ULTRA HARD  
PINS AND 100% HEAT TREATED COMPONENTS |  
SUPER-LIGHT DESIGN, YET STRONG AND DUR-  
ABLE | NON-SEALED | AVAILABLE IN 420, 428  
AND 520 PITCH | EXTRA DEEP GOLD INNER  
AND OUTER PLATES





# buyersguide



## KINI-RB BACKBAG

Elaborately Backbag with KINI Red Bull Allover-Print and big KINI Red Bull embroidery. Rugged Nylon material, padded carrying strap. 100% Nylon



## KINI-RB WALLET

Stylish Wallet with KINI Red Bull Allover-Print and embroidery. 100% Nylon



## KINI-RB MATCHED FLEXFIT CAP

Elaborately refined fl ex-fit cap with large printed/ embroidered motif on the back, small Wings for Life embroidered logo, additional embroidered motif on the front, sandwich peak, contrasting piping -. 80% acrylic / 20% cotton.



## MULISHA ECHELON BOARDSHORTS \$62.00

4-way tech stretch, 23" outseam boardshort with comfort fly closure, engineered sublimation print and PVC rubber flag label at wearer's waistband tab with clip label at contrast pocket flap.



## MULISHA EXECUTE WALKSHORTS \$60.00

Pinstripe 24" outseam walkshort with front left embroidered helmet logo, back screen under welt pocket and a flag label at waistband.



## MULISHA LANDSLIDE SANDAL \$26.00

8-13, Black, Sandal with printed footbed and debossed logo on strap.



## MULISHA LEGION GLASSES \$86.00

One piece polycarbonate shield lens, injection molded TR90 Polyamide frame with chrome metal accents at hinge break and chrome/black enamel logo plaque.



## MULISHA FRIED TANK \$30.00

Cotton tank with front screen.







# buyersguide



## OAKLEY SERVICE BACKPACK \$70.00

Available Colours: Red/Black, Atomic Green, Black, Black/Grey, Cerulean, Marine Blue



## OAKLEY O TANK \$28.00

Colour Available: Spectrum Blue  
Size: S-XXL



## OAKLEY INTENSE BOARD SHORTS \$70.00

Colours Available: Atomic Green, Red Line, Shadow, Spectrum Blue, Sulphur



## OAKLEY LIKE A FLASH BOARD SHORTS \$70.00

Colours Available: Cerulean, Jet Black, Red Line, Stone Grey, Sulphur



## OAKLEY IN ORBIT TEE \$25.00

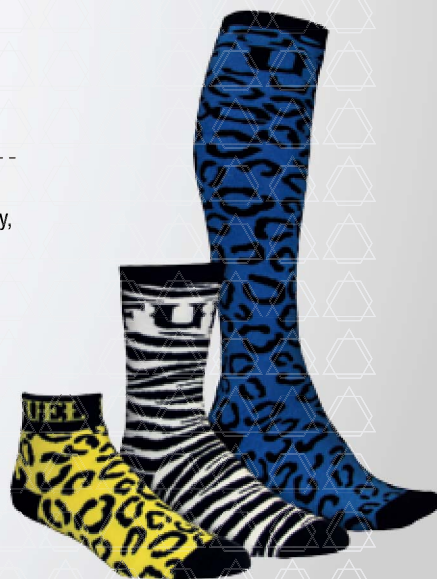
Colours Available: Fluid Blue, White, Heather Grey, Jet Black, Red Line, Spectrum Blue



## LEOPARD LOW SOCK- YELLOW \$10.00

ZEBRA CREW SOCK- BLACK/ WHITE \$10.00

LEOPARD KNEE SOCK- BLUE \$14.00



## RED SQUARE SNAP BACK \$28.00

Acrylic/ Wool Blend



## WASHOUT TEE \$26.00

Poly- Cotton 50% Polyester  
50% Cotton.



## Atlas Brace - By Ryan Gauld



### Product Features

- World's first racer-designed, racer-tested, flexible neck brace that provides the ultimate mobility, comfort and style, with no bulk.
- Open flex frame design.
- Dual pivoting back and chest supports sit around the spine and sternum.
- Flexible suspension-like chest supports to help slow down the impacts during a crash.
- Easy on. Easy off. Simply lower the brace on/off over your head, no clips or fasteners• ERS (Emergency Release System) provides safe one-of-a-kind removal of the brace after a severe crash.
- Custom engineered, energy dispersing padding.
- Dual pivoting chest and back supports self-adjust to the body and fold for easy storage (each brace comes with a drawstring bag).
- 3-axis adjustability (length, height, and width) \*wide body kit sold separately.
- Interchangeable back support mounts allow a precise fit.
- Three adjustable sizes – small, medium, and large.

The Atlas Brace™ was born and fueled from a racer's perspective. Designed by a racer and refined over a three year period by a team of engineers and bio-mechanical experts, the Atlas Brace was then tested by some of the top professional riders in the world. The end result delivers innovative features, comfort, simplicity and adjustability. Simply put, the Atlas Brace has it all.

I stole that first paragraph right from the atlasbrace.com website. Does it ever hit home with me. It's so cool to have a product actually designed by a racer. I mean who else would know what works and what doesn't work for the racer out on the track better than an actual racer? I have not been a fan of neck braces since the get go. I'm old school and like to have full movement while I ride; I rarely ride with a chest protector. Every time I would see a rider with the first generation brace on I thought they looked silly, for one thing, and they could never seem to pack their gate properly because the brace wouldn't allow them to bend their head enough to see their feet. So when Brad McLean and Brady Sheren sent me the Atlas Brace I was still skeptical., but I actually wore it the first time at a race. I figured what better time to try it. I didn't even know I was wearing it. I was super surprised by how good it fit, plus there was no discomfort at all. The only thing I noticed is that it raised when I hit jumps and pushed my helmet forward. Then I looked in the box and noticed that it comes with straps to prevent that from happening. Neck brace beginner mistake. It also comes with chest straps if you don't like the underarm straps. I actually prefer the chest straps because they don't chafe my underarms while riding; you'll notice this if you don't wear a shirt under your jersey.

I fully endorse this brace and recommend one to any youngster or rising star. Also, what about the price? It's cheaper than any other brace out there, gives the same amount of protection, plus has a better fit and finish. It's a win win scenario. With Pro riders like Jake Weimer, Jeremy McGrath, Jared, Bryton and Parker Allison, Kyle Beaton, Dylan Kaelin, and Jeremy Medaglia wearing the brace, why wouldn't you want to as well?. A product made by a racer seems pretty easy to roll with. Too bad all companies weren't like this. I could only imagine Moto being even better if it was always run by a motocrosser. Visit [www.atlasbrace.com](http://www.atlasbrace.com) today to get your brace.

## Troy Lee Design SE-3 Monster Energy Jeremy McGrath Replica



This is where your head lives. All thinking, breathing and seeing happens in here. Total concentration is essential for a motocross racer. When you ride, you feed on instinct. You trust yourself to make millions of instant decisions. The SE-3 is designed to give you what you need - a clear, comfortable head.

When we first got this helmet we almost didn't want to wear it because of two things: 1 - it looked so cool with the Monster Logo and stylish TLD graphics all over, and 2 - it has the king of Supercross, Jeremy McGrath's autographed name on it. With all these features and the look of this lid, you'll feel like a winner just sitting in the lawn chair!!

### Features

- New dual density EPS foam.
- New top scoop design.
- New mouthpiece design and removable nose guard.
- Titanium hardware for reduced weight, durability and style.
- Indents for communication ear piece.
- Exceeds Snell M2010, M2005, US DOT, AU and CE standards.
- Multiple U.S. patents pending for design and ventilation.
- Includes deluxe helmet bag and 2 colour-matched Vortex visors.
- 3-year limited warranty



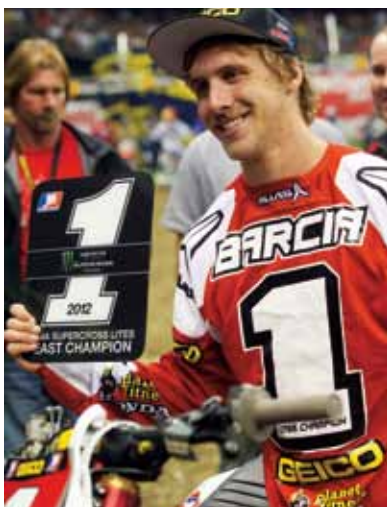
## Gaerne SG 10 Boots



At Gaerne, we thrive to be the best, always looking for new ways to make a better product, always listening to our professional riders for valuable feedback, always looking to our suppliers for the very best materials. All of which translate into more value for our customers. The new SG12 leads the way with many innovative features that you will only find at Gaerne. Look on and you will discover the future of footwear!

Premium boots, the kind of boots that real racers wear like the Gaerne SG 10s. Dual composite rubber soles, lightweight alloy, replaceable buckle system, exclusive Gaerne "Grip Guard", floating "Razorback" with a built in ankle alignment system, Supercross shank as well as a heel bumper and memory cell inner foam liner that completes the construction for an unforgettable fit. Compare the features and you will see why Gaerne is leading the way! Some have called this boot "The perfect 10 - the standard by which we now measure all motocross boots." Others have praised the fit, the comfort and the long lasting quality. We have updated the colours combinations as well as refined the features. Try a pair on and feel the difference.

## Alias Gear



Innovation is a big part of Motocross. This sport seems to go through products and companies so quickly, it's hard to stay up to date. Enter the new innovative motocross gear that will be here to stay: Alias. Founded by the same crew that made No Fear gear, it has yet to hit the market but is already making waves by winning two Lites Supercross titles in 2012 with riders Justin Barcia and Eli Tomac. I have some of this gear and let me tell you this, it fits great, it is comfortable and durable. The style will make all the girls want your number, and when you win the moto people will be wanting to check out these sick new threads that will be available this fall at a store near you. Alias, not because you have to, because you want to!!



## DEP Pipes

At DEP PIPES USA we strive to give you the best performance exhaust available. Every weekend our pipes and silencers are put to the test by the best riders in the country! Dyno testing allows us to perfect our pipes to the absolute max. Every pipe is constantly tested to find the best possible power characteristics. We have put together Dyno graphs for the most popular bikes.

S7 Slip on Silencer - Carbon fiber end cap - Replaceable stainless steel clamping hanging bracket - DEP's revolutionary bleed chamber increases bottom & midrange horsepower & torque - Lightweight high temperature premium packing - Aluminum silencer can - Stainless mid-boost head pipe (Must be used with the DEP S7 Silencer) - Noise reducing boost chamber increases torque and top end horsepower - Produces large amounts of torque and faster throttle response - Stainless steel construction

**DEP PIPES**  
deppipesusa.com  
302 337 3285





## CV4 Lithium Racing Battery



WWW.DLPERFORM.COM  
dlperform@videotron.ca

### 4 Cell Model - CV4 B001C

- 12 Volt Regular Terminal
- 135 Cold Cranking Amps
- Weight 13.6 oz
- Balance Charging Port

Approximately 80% lighter than an OEM Battery  
From 135 Cold Cranking Amps

Quick Disconnect kits available (Part# CV4B007)

Unmatched power to weight ratio

Maintains 90% of charge for a year of no use

Green technology, biodegradable and recyclable

NEW! High impact molded case

NEW Balance Charging Port use

CV4 Charger # CV4 BCHRG

7 lbs lighter than OEM

Dimensions: 56mm X 56mm X 78mm

For machines less than 650cc



### 8 Cell Model - CV4 B003C

- 12 Volt Regular Terminal
- 275 Cold Cranking Amps
- Weight 1 lb 10 oz
- Balance Charging Port

Approximately 80% lighter than an OEM Battery  
From 275 Cold Cranking Amps

Quick Disconnect kits available Part# CV4 B007

Unmatched power to weight ratio

Maintains 90% of charge for a year of no use

Green technology, biodegradable and recyclable

NEW! High impact molded case

10.7 lbs lighter than OEM

Dimensions: 110mm X 56mm X 78mm

For machines 650cc to 1400cc



### 12 Cell Model - CV4 B005C

- 12 Volt Regular Terminal
- 410 Cold Cranking Amps
- Weight 2 lb 5 oz
- Balance charging Port

Approximately 80% lighter than an OEM Battery. From 410 Cold Cranking Amps. Quick Disconnect kits available Part# CV4 B007. Unmatched power to weight ratio. Maintains 90% of charge for a year of no use. Green technology, biodegradable and recyclable. NEW! High impact molded case. With NEW balance charging port!.

11 lbs lighter than OEM. Dimensions: 110mm X 83mm X 78mm. For 100cc V-Twin and Cruisers



# MACHINES BRED FOR CHAMPIONS



5531 MAIN ST.,  
STOUFFVILLE, ONT. L4A 7X5

ATCCORRAL.COM

### 2013 KAWASAKI KX250F



- ALL NEW MODEL FOR 2013
- FEATURES 3 SETTING ADJUSTABLE ECU WITH DUAL INJECTION

### 2013 KAWASAKI KX450F



- ALL NEW PNEUMATIC FORKS AND UNI-TRAK REAR SUSPENSION
- REVISED ECU WITH LAUNCH CONTROL MODE



## GoPro HERO2 Camera

GoPro cameras are used by more professional athletes, sports filmmakers and core enthusiasts than any other camera in the world. The HD HERO2: Outdoor Edition is the most advanced GoPro camera yet. Wearable and gear mountable, waterproof to 197' (60m), capable of capturing professional full 170° wide angle 1080p video and 11 megapixel photos at a rate of 10 photos per second, the HD HERO2 is the world's most versatile camera. Whether your goal is to capture a great day out with friends or you're gunning for the cover of a magazine, the HD HERO2: Outdoor Edition can help you nail it and look like a HERO. Included are mounting accessories you're most likely to use during outdoor sports like biking, skiing, skating, kayaking and so on.

The HD HERO2: Outdoor Edition is compatible with all GoPro expansion accessories and BacPacs™, including the Wi-Fi BacPac and Wi-Fi Remote (coming soon).

What's Included:

- 1 11MP HD HERO2 Camera
  - 1 Waterproof Housing (197' / 60m)
  - 1 HD Skeleton Backdoor
  - 1 Rechargeable Li-ion Battery
  - 1 USB Cable
  - 1 Vented Helmet Strap
  - 1 Head Strap
  - 2 Curved Surface Adhesive Mounts
  - 2 Flat Surface Adhesive Mounts
  - 1 Three-Way Pivot Arm
  - Assorted Mounting Hardware
- Note: SD card not included



**GoPro HERO2**  
[www.ogc.ca](http://www.ogc.ca)  
[info@ogc.ca](mailto:info@ogc.ca)



## New Era Hats

New Era Fits - FLY YOUR OWN FLAG. Embossed lettering. 100% Polyester.  
 Made in China. Blue/Red - Black/Grey - Grey/White

**MXP Tech Hat**  
[mxpmag.com](http://mxpmag.com)  
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Sizes: XS-XXL

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## Brock Leitner

**The Western Canadian Amateur Nationals are one of Canadian motocross' longest standing Canada Day traditions. The very best racers in Western Canada come together for the annual championship to determine the best in the west. Alberta's Brock Leitner put together an incredible performance this week. He walked away as a 3-time Champion and the Kermmaxx Silver Sprocket winner. We caught up to Brock to congratulate one of Canada's up and coming stars.**



Photo by Martin Hansen

**MXP:** Hey Brock, thanks for taking the time today. Let's start with how your season has been going this year?

**BL:** No problem, glad you called. It has been really good. I have been training really hard this season, racing here in Alberta and doing some races down in the US. I went down to race some Loretta Lynn qualifiers. It started out well, and I got to the Regionals but ended up having some bad luck. I ended up with some poor results at the Regionals, but I have been riding really well this year. I can't complain. I have been putting in some really consistent motos, training in the gym and now I'm getting ready for Walton. Go from there.

**MXP:** Very nice. Let's talk about this past week. The Western Canadian Amateur Nationals went really well for you in Raymond.

**BL:** It went really good. The first day, I don't know what was going on with me. I couldn't get a start to save my life, but I was able to move forward, get to the front and put down some consistent laps and lap times. Each moto I tried to move to the front and pull away. It ended up the way I had hoped and my wish came true - I won all 9 motos in MX1, MX2 and MX3 Junior and the Kermmaxx Silver Sprocket Award for Top Amateur. I was pumped on how it all went!

**MXP:** You should be pumped, there has been some great riders win that award. You must feel good to see your name there now!

**BL:** For sure. So many riders that I look up to and respect like Trae Franklin, Kyle Beaton,

Jarred Petruski, Pete De Graff and Dean Wilson. I mean Wilson is under Mitch Payton's tent now; it shows that great riders have won this award. Winning the sprocket award was a goal I had, and it feels good to achieve it.

**MXP:** How were the competition and the track this year?

**BL:** The track was just awesome this year. The crew there did a really nice job of grooming the track, and it never got blown out or anything. It was a really good race track. The competition was really good. There are some fast riders from here in Alberta, and one really quick kid from Manitoba who I fought hard with throughout the week, so that was nice!

**MXP:** You mentioned that your focus now turns to Walton and the Grand National Championships. Last year you got a taste of Walton.

**BL:** Yeah Last year I raced Supermini at Walton. It was a real learning experience with the big gates, pressure, and a lot of fast riders. I had some trouble last year, but what do you do? This year I am on the big bike. I feel more prepared and my goal is to win. I am working towards that goal. I want to stay confident and just keep working with my trainer. My trainer and I talk a lot about racing and how to prepare. So I hope when we arrive in Walton we will be ready.

**MXP:** What is in your racing plan after Walton?


**BL:** After Walton, I will move up to the

Intermediate class. It gets cold here, so I will ride until the snow flies and then head south in February. Likely I will train and prepare for a couple months and get ready for another season. Next year I want to work hard to become a good Intermediate rider, maybe race the western Pro Nationals and get a feel for that level too.

**MXP:** Great job. Lots of people help you so give us a rundown of those people.

**BL:** Well, thanks for doing this! Big thanks to: Brocko Rentals, Full Tilt Oilfield, Rite On Que Power tongs, Gaudins Honda, Ensign Canadian Drilling, Vo2 Max, Bonnetts Energy, Savage Oilfield, Regulators Oilfield Hauling, Redline Powercraft, Kermmaxx, Lime Nine, C4 MX, 100% Goggles, Graham Brough Suspension, Parts Canada, and Motovan.

Of course my biggest sponsors are my Mom and Dad, as well as my good friend/Trainer, Al Gerkey. All the fans that cheer me on and the great riders that always show up with their "A" game. Also a big thanks to all the people that help put races on at every event.

It is a great honour to receive the Silver Sprocket Award after my cousin Matt Davenport who received it last year. Thanks everyone. 



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# AMATEUR SPOLTIGHT

## Hayden Halstead

**In Ontario, Hayden Halstead is often found at the front of the Intermediate pack. Halstead wasn't always a frontrunner but has applied some hard work to become one of the favourites headed into the Walton Trans Can. We caught up with Hayden after Graduation night for this interview.**



**MXP:** Hey, Hayden! Thanks for taking the time to talk to us. Let's start with last night, you graduated from High School!

**HH147:** Yeah, last night was a great night. I graduated with Honours from High School and received the Transportation Award from my school as well. It was nice to receive Honours and leave high school on such a great note. So now my summer is working for some family friends to make a bit of money and focusing on my riding.

**MXP:** Let's get talking about riding. It has been going really well. You rode Yamaha a few years ago and now you are back on them.

**HH147:** Yeah, the new Yamahas are great. I used to ride the two-strokes, so I am really happy to be back on them again. It's funny, when we first learned we could ride a two-stroke, I thought I was going to have such an advantage. Then I went down south, got on it and it seemed so hard to ride, almost too powerful in some places. I really had to re-learn to ride the two-stroke properly but now I feel I can use it to my advantage.

**MXP:** Is there a lot of difference riding? Is there, in your opinion, an advantage, one way or the other?

**HH147:** The style is so different than the four-stroke. I will say though that riding the two-stroke makes you a better four-stroke rider. You're more aggressive towards corners and you charge a little harder. I think that riders who move from two-stroke to two-stroke, it

is easier than moving from a four-stroke to the two-stroke. The tough part is learning to be aggressive and use different lines. But if you come off an 85cc, to a 125cc to a 250cc, it's pretty good. I think all bikes have their advantages and disadvantages, but still, it's mostly the rider that makes whatever bike work.

**MXP:** You will be one of the Intermediates taking advantage of the two-stroke rule for the MX2 Pro/Am Nationals. Is that part of your plan?

**HH147:** Yeah, we are going to line up for the Gopher National and hopefully a few east coast nationals.

**MXP:** Gopher Dunes is basically your home track. It changes so much, and is not like anything we ride throughout the year. Do you think you have an advantage there?

**HH147:** It is funny; I only really like Gopher on race weekends. I like it when there are a lot of people out there. During the week there aren't a lot of lines. It isn't that rough and to me not that much fun. I think back to last year's national and I just loved it. The track had so many lines, so many different options and I had so much fun. I feel like the rougher Gopher gets, the smoother it feels to me. It is hard to explain, but that is how it feels to me.

**MXP:** Besides the Pro National, you must be excited about the Amateur National. What are your goals heading to Walton?


**HH147:** I don't really set goals, I strive to do

the best I can, and what happens....happens. I am going to race my hardest, do my best and hopefully nail down a few top 3 overalls. Then this fall we will stick out the rest of the Hi-point Series and get ready to go to Pro next year.

**MXP:** I know your mom, Michelle, loves Twitter. She is really good at keeping people and sponsors up to date with your racing. Is she getting you on the tweet program?

**HH147:** Yeah, my mom loves Twitter. She does a good job on it. She is taking me to get a new phone once we are done here so that I can work Twitter. It is good to keep everyone up to speed with what I am doing.

**MXP:** Well, thanks for taking the time to talk. I know you have some great sponsors supporting you. Who would you like to thank?

**HH147:** My Mom and Dad. I am like any racer, and having great parents is a big part of racing. Bryan Hudgins and everyone at Yamaha Canada, McKee Racing in Delhi, Zdeno Cycle, NGK, Von Zipper, FMF, AXO and Outlaw Productions. It is great to have people support you and I really appreciate everything everyone does for me. 



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# High Octane Human Performance

By Craig Stevenson B.P.E. (Hon)

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## Surviving and Thriving in the Heat

As the damp, dreary days of spring become a simple, fading memory, MX racers begin to take on Mother Nature in a completely different way. The dog days of summer bring on new challenges of staying hydrated while maintaining a proper core temperature so you can ride as hard at the end of the moto as you did at the start. Knowing how to prep the machine we call “the human body” is the sure-fire way to keep your number plate clean at the front of the pack. In this edition of High Octane Human Performance, I’ll talk about a roadmap to peak performance as Mother Nature turns up the heat!

### HYDRATION

You know exactly what it feels like when you’re starting to get low on fluids. The fast lines that were so clear early in the moto are now mysteriously moving and jumping out of the way. You miss the berm that lets you carry speed through the corner, you cross-cut on the landing of a familiar table top, and your lightning-fast lap times all but disappear as your competition goes flying by. Your body needs fluids... and lots of them in order to perform at a peak level. This leads me to one of the questions I commonly hear - how much water should I be drinking?

Although there are a number of clinical studies on dehydration and exercise, very few actually make recommendations on fluid intake. The select few athletes I work with all have individual needs, however I start with a simple equation when planning their water intake at 27 degrees Celsius – it looks like this:

**Bodyweight in pounds x 1 = Number of fluid ounces need for peak performance ➡**



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# High Octane Human Performance

So with this equation as a starting point, let's look at an average 175 pound rider. This individual would need 175 ounces of fluid intake each day to stay hydrated. Knowing that a cup of water is 8 ounces, the athlete would have to drink approximately 22 cups of water each day. Converting this to liters, it would equate to 5.5 liters. Now remember that as I mentioned, this is simply the starting point. I also factor in a temperature equation as the thermometer rises above 27 degrees Celsius. This is how it works:

For every degree Celsius, I add .1 ounces for each pound of bodyweight to the above equation. So, let's take that same 175 pound rider in 32 degree weather. His fluid intake equation would look like this:  $175 \times 1.5$  (the base of 1 oz. + a factor of .5 due to the 32 degree temperature) = 262.5 ounces. Looking at the total fluid ounces, this converts to approximately 33 cups or 8.25 liters of fluid intake. For most racers this size, this may be twice as much as they are used to drinking. Upping your fluid intake to this level takes work. You can't just drink this much water the day before a race. You have to acclimate your body to this by drinking this amount day in and day out.

## What About the Humidex?

The way we treat the humidex is pretty much the same as we would treat temperature. That is to say if the temperature is 30 degrees, however with the humidity brings the humidex to 38 degrees, we have to prepare for the 38 degree mark. With all of these factors in mind, this is how much fluid the same 175 pound rider will need:  $175 \times 2.1$  (the base of 1 oz. + 1.1 due to the

humidex of 38 degrees) = 368 ounces. Break this down and you get 46 cups, or a whopping 11.5 liters! I think you get the picture here that probably 99% of you are

The average 175 pound rider in a humidex of 38 degrees will need to drink this whole case of water each day to stay hydrated!



not maximizing your performance with the appropriate fluid intake, but fluids are not the only thing you need to beat the heat and lay down fast laps all day long. Sodium (salt) and potassium go hand in hand with fluid intake.

## The Salt-Potassium Connection

Water, salt and potassium all work together to create an environment of hydration and performance. If one of these is too low, it will

directly affect the other two. For example, if sodium is too low in your body due to excess sweating, your body will get rid of potassium (this process is regulated by a hormone called aldosterone). If potassium is too low, your body will get rid of salt in the urine. Sodium and potassium exist in a 3:2 ratio in your body, and if this ratio is shifted dramatically, it will directly affect hydration and performance.

Here's a simple rule for how much salt you need. Every liter of fluid you drink, your body needs 1800 mg of sodium. In simple terms, that's 1 teaspoon of salt for every liter. Most athletes simply don't come close to this intake and consequently never reach their true potential – particularly in the heat. When it's hot out and you're sweating, you need to get extra salt on your foods. Team that up with high potassium foods such as potatoes, carrots and bananas and you go a long way to providing your body with serious performance benefits.

The days are long at the track so make sure you stay hydrated. Get out of the sun and use the appropriate amount of salt and potassium rich foods. This is one of the greatest performance advantages you'll

have on anyone of your competitors. Stay safe, stay hydrated, stay fast! As always, if you have any questions, just send us a note at [info@action-brands.com](mailto:info@action-brands.com) and don't forget to maximize your performance and reduce arm pump with HemoFlo. 





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## Let's tackle this problem

By Drew Robertson, Photo by Clayton Racicot

**H**amstrings, lower back problems, sit-ups, leg lifts and anterior pelvic tilt; these are what we are going to be talking about and their relationship to each other. I have talked about body mechanics and proper form in terms of exercising; one of the biggest questions I get when talking with motocross athletes is "how do I get rid of my lower back pain?" They are usually surprised when I ask them about their flexibility in their hamstrings.

Let's first talk about why they might be experiencing lower back pain in the first place... anterior pelvic tilt...what?!?

Anterior pelvic tilt is when the front of the pelvis drops and the back of the pelvis raises, usually caused by the shortening of the hip flexors and the lengthening of the hip extensors. We can see this sometimes when we look at someone from the side, noticing that the lower back is rounded (forward) and it looks like their hips are pointed down. Why does this cause lower back pain? In order to maintain balance when standing up, the spine becomes hyper-extended with the erector spinae (lower back) shortening, the rectus abdominis lengthening (think abs). When this happens, the muscles of the lower back are always, or for a great portion of the time, "on" and our anterior core (front of the body) has a tougher time being recruited at the proper times. If we put someone into a plank position with this condition, we find that a normally anterior core exercise becomes painful in the lower back.

So how does this have anything to do with our hamstrings? We need to get to the root of

the problem: the anterior pelvic tilt. We need to work on the stiffness in the hamstrings and lengthen the hip flexors. You go to the gym and see various squats and various lunge patterns being performed, but not very often do you see targeted hamstring work. When you ask, people typically answer because they either don't feel it in their hamstrings or they experience lower back pain.


Let's tackle this problem; first we would foam roll / SMR our hamstrings and glutes prior to starting the dynamic warm-up. During the warm-up we would do some targeted exercise

their core to help deal with a lower back issue, however they can make the problem worse when they have the anterior tilt to their pelvis. We would want to work on planks, roll outs, ring fall outs, and reverse crunches in order to activate the anterior core in hip extension.

Let's recap: lower back issues > tight hamstrings > anterior pelvic tilt; it's an interesting link, and remember not all lower back pain is caused from this so get it looked at by a professional and make sure you start on the road to making yourself better!! I have put together a .PDF that illustrates the foam rolling, hamstring activation exercises as well as some of the core exercises that will help you overcome this.

Training isn't always about snot bubbles and deadly workouts. We need to insure that we are addressing our individual issues and working towards correcting them. The above mentioned process is all done prior to working out during the warm-up phase, and should be done 2-3 times a week. By addressing these issues during the warm-up, changing our workouts slightly and making ourselves aware of how to properly activate and hold ourselves, we can work towards

freedom from lower back pain and continue to train all at the same time!!

Please email me for the .PDF, and until next time train smart, train hard, eat healthy!! 

Drew Robertson  
drew@evolvednutrition.com  
Twitter: @EvolvedMX



like the reverse single leg SLDL walk, making sure that we are activating the hamstring. After we see a reduction in the stiffness and have the client "feeling" or activating the hamstrings, we would move to build stability in synergists to the hamstrings in posterior tilt. In other words, there would be a heavy emphasis on glute activation and anterior core recruitment while in hip extension. In terms of core work, many people will do crunches and leg lifts to strengthen



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## If you build it they will come

With Marc Travers, Photo by Clayton Racicot

### Weary....

I can only imagine what it is like for an eastern privateer Pro who has been on the road since the last week in May, travelling to the far west for round one and now only one week away from the break. Sure the break will come but they will still have a long drive home...weary is the word that comes to mind. By Round 3 of the Nationals, I am definitely feeling weary. Three red-eye flights home in three weeks plus 21 straight days of work wears on you in a hurry. I hope we have dynamite weather to end the west. The series deserves it, I deserve it and you, my friend, deserve it.

### Surprises...?

With three rounds under our belts, are there any real surprises in the series so far? I think the speed of Goerke and Maier is not a big surprise. Goerke has been on a tear since his big win in Montreal, and Maier dropping down to the MX2 class has him as the big fish in the little pond. Maybe the fact that JDags is not keeping lead pace with Teddy is a surprise, and of course the fact that we are three rounds deep in this series and neither of the Big KTM 450s have crossed the line in first has a few eyes open; new team, new bike, new suspension, lots of questions, no real answers. I know Colt has a banged up shoulder so the break will help him. I think he has the speed to win, but man does it seem weird to watch him on that Big Orange KTM. Not bad, just weird. Dusty, well, had the lead in both motos in Calgary but failed to win either moto. I honestly thought he was going to do it. Something just isn't right with DK. I hope he finds his groove soon. The series is definitely more interesting with him out front, but seriously, who is surprised by Bobby K? Nobody. I think mentally he is the toughest SOB out there. He has the speed right now for sure, and holding off Goerke for the win in Calgary was huge. To be honest, it meant everything. The biggest part of the victory may have been the mental edge. Goerke now knows he can be beaten, and that, for all of the riders in the MX1 class, is huge.

### Big Shout Out!

To JBR Honda pilot, Jay Burke. As of Round

3, Burke is sitting seventh in the MX1 class. Unbelievable! A total privateer with no mechanic to help keep things nice and tidy or a buddy to run a pit board, Jay has been soldering along getting the best finishes of his career. If somebody was looking for a good story, something to feel good about or maybe some inspiration, having a chat with Jay or maybe even grabbing the board for him during a moto would be a step in the right direction. Motocross, anywhere in the world, is alive because of riders



like Jay, fueled by the passion of the sport and in most cases, nothing else.

### Finally...Saturday Nationals

The title is misleading. I didn't mean finally we had a Saturday National, I actually meant it as the last thing I was going to talk about. But, maybe the word should be taken as it's read. I for one liked the Saturday National, for the race itself. I think there is an essence of "If you build it they will come", as most people who go to Pro MX races in Canada are used to the Sunday big show so it may take a while to get everybody on board, but the one thing I did like was how prepared the track and the grounds were for the Saturday race.

With a very relaxed Friday, the set up for race day seemed to flow nicely. Obviously the track for the first Saturday National was as good as it could have possibly been. Without a day of amateur pounding, Matt Lee was able to groom up a fine Pro track for Saturday morning allowing the Pros to go out and really carve it in, the way only a Pro can do. I know a Pro race weekend in Canada is about the balance between the amateur day and the Pro day; the economics I get. It may take too long to get everybody on board. Who knows, only time will tell. The one thing I thought interesting was the amount of amateurs who did not show up for the Saturday Pro race but arrived at the track on Sunday morning. I suppose these are the same people that leave on Saturday night when the Pro day is on Sunday. Strange. To me, watching the Pros race would be, and is, the highlight of the weekend. The world is an odd place.

### Unsung heros...

I wanted to spotlight a few people who have been working really hard at the Nationals this summer, and in most cases it goes unnoticed. The admin staff of Wendy, Susan and Lisa have been working under incredible stress for the first three rounds, getting rid of all of the bugs and getting their flow together. Without them the series would not be. I also want to pass along a clap on the back to Special Betty Lee. Spesh is the glue, and this house of Popsicle sticks needs that glue. Nice job B.

### See ya soon

Well, the series will have reached the halfway point when you get this issue. I know there will be a lot of unfinished stories just waiting to be told. Get yourself out to one of the eastern nationals and watch it unfold in front of you. There is a good seat with your name on it waiting for you.

Travers OUT!



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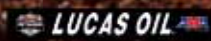
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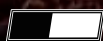


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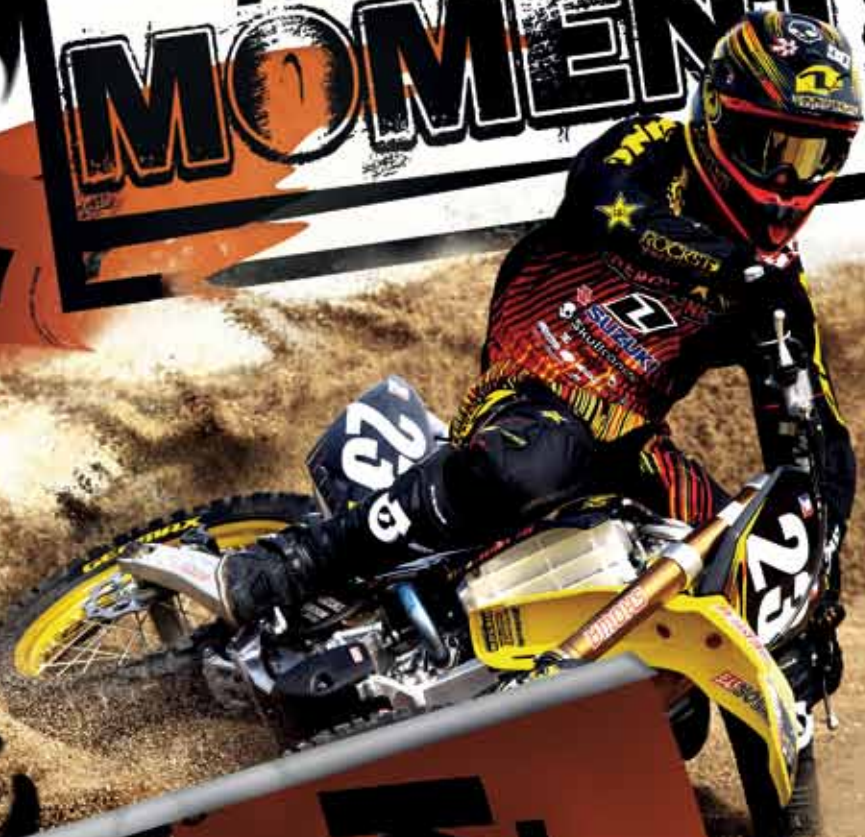
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